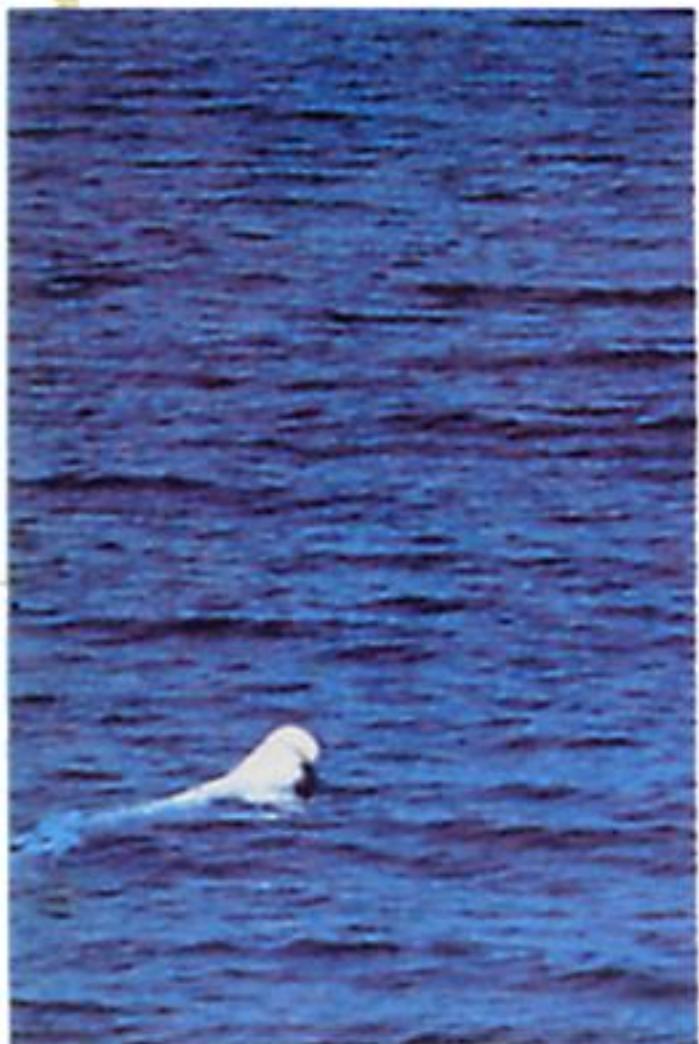


Navy News

MARCH 1980 10p

CHURCHILLIAN TRIUMPH FOR SUB HARPOON



Pictures: McDonnell Douglas Corporation

COME ON—BE A SPORT, JACK!

Jack is being asked to help naval sport by contributing 20p a month.

For years all levels of sport in the Service have been hampered by a cash shortage, and a boost by way of voluntary subscription could help day-to-day running expenses enormously.

"No target figure has been set," said Capt. Mike Freeman (Director of Naval P.T. and Sport), "but we are hoping for an enthusiastic response."

Depending on the sum raised, cash will be allocated where the Sports Control Board considers the need greatest.

Modest

"The 20p a month we are asking from officers and ratings, starting from April 1, is surely extremely modest at today's prices," said Capt. Freeman. "Even for those not actively or heavily involved in sport, there is a pride in seeing your Service, Command, ship or establishment well turned out and doing well."

General aim of the scheme is to place the finances of naval sport on a firmer basis as well as allowing sailors to discard the "poor relation" mantle which they have often had to accept in inter-Service sport.

Give the Navy a sporting chance — Page 18.



HERMES A HIT

Throngs of revellers at the New Orleans Mardi Gras celebrations last month were captivated by the music and marching of sailors and Royal Marines from H.M.S. Hermes. The R.M. Band of Flag Officer Third Flotilla and a Royal Navy colour party and platoon proudly accepted an

invitation to lead the parade on four occasions during the ship's goodwill visit — and in the home of jazz, the band's rendering of "The Stars and Stripes" and "Colonel Boogey" received enthusiastic acclaim.
H.M.S. Hermes feature — Pages 20 and 21.

This remarkable sequence of pictures shows the Royal Navy's new Sub Harpoon missile being fired from the nuclear-powered submarine H.M.S. Churchill in American waters.

Sub Harpoon is fired in a canister from a submarine's torpedo tube while the vessel is dived. The canister rises to the surface, where it acts as a launch pad for the missile which, once launched, flies low over the sea to seek out its target.

During an eight-month deployment in American waters the Churchill fired more than 120 capsules. Six live firings of missiles without warheads were made against a ship target — resulting in six direct hits.

Since the First World War the relatively short-range free-running torpedo has been the submarine's main armament against surface targets.

Sub Harpoon, with its over-the-horizon capability, will give the Royal Navy's nuclear-powered submarines in the mid-1980s a weapon whose strike range matches their ability to detect and track a target.

It will complement the nuke's other main technical weapon, the anti-submarine homing torpedo, Tigerfish.

Continued in Page 19

SEA HARRIER SALUTE FOR INVINCIBLE

When the new anti-submarine aircraft carrier H.M.S. Invincible enters her base port for the first time on Wednesday March 19, it is planned that five or six Sea Harriers from Yeovilton, and Sea Kings from H.M.S. Hermes, will overfly the Portsmouth sea front and harbour entrance in salute.

They will be greeting the largest warship built for the Royal Navy for a quarter of a century as she arrives from Vickers for acceptance into naval service.

The Invincible is due to pass Outer Spit Buoy at about 0900 and will berth at South Railway Jetty, where the formal but brief hand-over ceremony will take place.

Next morning she is due to move into D Lock, where her docking period will include change of both her 18½-ton propellers.

The Invincible is due to leave for sea trials at the end of April.

IS THERE ROOM FOR A LITTLE ONE?

Sightseers in H.M.S. Belfast were given an added treat when the Canadian submarine H.M.C.S. Onondaga arrived alongside.

The Oberon-class Patrol submarine was making an official visit to London — and her "home" for a week was a berth shared with the Belfast, the Second World War cruiser preserved as a museum in the Pool of London.

For the Lord Mayor, Sir Peter Gadsden, the visit of a Canadian vessel was something special — during a courtesy call on the boat he reminded the crew that he was born near Edmonton, Alberta.

□ □ □

A white ensign saved from H.M.S. Hogue as she sank in the North Sea 65 years ago has been returned to H.M.S. Pembroke. The Hogue was one of three Chatham ships sunk in 45 minutes by a German submarine. The flag was returned to Chatham by Mrs. Lilian Oatley, daughter of Sailmaker Frederick Kennett.



The Canadian submarine Onondaga comes alongside H.M.S. Belfast.

Picture: CPO(Phot) Ben Cartwright

NAVY NEWS IN BRIEF

COURAGEOUS DAD SAVES BABY



Hampshire firemen praised the courage of LWEM(R) Christopher Naylor in saving his baby son from a blazing Gosport house. He calmly dropped the 22-month-old boy from a first-floor window into the safety of his wife's arms.

To reach his son, LWEM Naylor had to fight his way up stairs through thick smoke. When this escape route was cut off by the fire, he dropped the child out of the window then waited for firemen to rescue him.

He later said fire-fighting experience with the Royal Navy had helped him through the ordeal. After completing a course in H.M.S. Collingwood he was due to join the Leading Rates Leadership School in H.M.S. Raleigh before being drafted early in March to Portugal.

□ □ □

Capt. Hugh Oliphant R.N. (retd.) has taken over as the Southern Regional Director of The Missions to Seamen. He replaced Cdr. Jack Moreton R.N. (retd.), who is becoming the organisation's Director of National Appeals. Capt. Oliphant retired in 1977 after 37 years in the Submarine Service.

□ □ □

First turf for the new Wrens block at H.M.S. Raleigh has been officially cut by the Director of the WRNS, Commandant E. S. A. Craig-McFeely. The building, which will be ready by early 1982, will accommodate new entry Wrens at present trained in H.M.S. Dauntless.

□ □ □

A relic from the early days of naval aviation has been presented to the Fleet Air Arm Museum, Yeovilton. The original binnacle and compass from the first British airship — H.M. Airship No. 1, nicknamed "May Fly" — was handed over to the museum director, Cdr. Dennis

White R.N. (Retd.) by Mr. Derek Harris of Vickers' Naval Architects Department.

□ □ □

Princess Margaret was guest of honour at a concert given by the Massed Bands of the Royal Marines at the Albert Hall on February 6. The annual two-day event, in aid of the Malcolm Sargent Cancer Fund for Children, this year paid tribute to the Corps' late Life Colonel Commandant, Admiral of the Fleet Earl Mountbatten.

□ □ □

A device which will improve the efficiency of Weirs TWL boiler feed pumps and designed and produced by MEA(P)1 Stewart Scutt and MEMN(P)1 William Tomlin of H.M.S. Sultan, will be manufactured for extensive trials this year.

□ □ □

In addition to the calendar of Navy Days and Air Days reported last month, Navy Days at Rosyth have been arranged for June 28-29. The Portland event for July 19-20, mentioned in last

month's list, should have been described as H.M. Naval Base, Portland Open Days.

□ □ □

H.M.S. Lewiston has asked us to make it clear that there's nothing fishy about her. She is, in fact, a member of the 1st MCM (as proved by the Scottish Lion symbol in the funnel picture last month) and not in the Fishery Protection Squadron.

□ □ □

A framed record of his service career spanning the years 1918-1946 was presented to commissioned Master at Arms George Weekes, R.N. (Retd.) when he visited the Regulating School at H.M.S. Excellent.

□ □ □

British Aerospace Dynamics Group are at present carrying out full development and evaluation of the sea-skimming, anti-ship guided weapon which has been given the name Sea Eagle. Formerly designated P3T, the all-weather Sea Eagle will arm Royal Navy Sea Harriers and R.A.F. Buccaneer and Tornado aircraft.

□ □ □

MEM(M)1 R. J. Smith, 310, Grange Road, Rowan, Gosport, Hants. Drafted H.M.S. Rocke, Gibraltar, July. Will swap for any ship refitting or shore base, Plymouth.

LSA P. Earwicker, H.M.S. Euryalus, Plymouth, refitting until July. Will swap for any Portsmouth or Plymouth ship due to deploy.

CK G. A. Watson, Grenville Galley, H.M.S. Pembroke. Will swap for any ship or shore base Plymouth area.

LRO(T) D. K. Poole, 2E Mess, H.M.S. Kent. Drafted H.M.S. Bristol, June. Will swap for any ship First Frigate Squadron or H.M.S. Artrim.

LSTD A. Carr, 3 Mess, H.M.S. Alacrity, due Far East May. Will swap for any ship due West Indies or U.S.A. or shore base, preferably H.M.S. Gannet or R.N. air station, Culdrose.

CK A. Harvey, 2F Mess, H.M.S. Nubian, drafted H.M.S. Eskimo, April, deploying West Indies three months. Will swap for any Rosyth ship.

STD A. Mulr, 3 Mess, H.M.S. Alacrity, Devonport, due to deploy May. Far East. Will swap for any Devonport ship due long refit, or shore base, preferably H.M.S. Raleigh.

MEM(M) 2 Welbury (AMC), H.M.S. Cochrane, drafted H.M.S. Bulwark, Portsmouth, July, 22 months. Will swap for patrol boat or MCMV Rosyth based.

ALRO(G) J. F. Lane, 3E Mess, H.M.S. Blake, drafted H.M.S. Shetland, April. Will swap for any Chatham, Portsmouth or Plymouth ship.

AB(S) Powell, Barrack Guard, H.M.S. Drake. Telephone: 553740 Ext. 5229-5220, drafted H.M.S. Andromeda, May. Will swap for any Portsmouth ship in refit or home waters.

MEM3 (L) J. K. Muir, H.M.S. Sultan (HTS), drafted H.M.S. Rothesay, April, Chatham, completing refit, then Rosyth based.

AB(M) P. Sayers, 3G Mess, H.M.S. Battalier, Devonport, deploying States, May-June. Will swap for any ship, shore base other than Scotland, preferably South Coast. Replies: 98 Avenue Road, Gosport, Hants.

AB(M) Foster, After Mess, H.M.S. Kirkliston, due refit Chatham April until August. Will swap for any Plymouth ship, preferably refitting.

ALMEM(L) D. Leen, 3P Mess, H.M.S. Antrim, deploying Far East via Suez, May. Will swap for any Rosyth tribal sweeper Island class or Chatham ship in home waters.

AB(S) Stevenson, 2E1 Mess, H.M.S. Intrepid, deploying. Will swap for ship home waters or shore base, not Faslane.

AB(M) C. Armstrong, M.T.S., H.M.S. Sultan, drafted H.M.S. Cardiff, March. Will swap for any Devonport ship not deploying or in refit.

ALMEM(M) R. Stott, 9 Mess, H.M.S. Fife, drafted H.M.S. Arethusa July, refitting Devonport, May. Will swap for any Portsmouth ship, preferably G.M.D.

MEA(P)1 M. J. Mantion, PA1 Mess, H.M.S. Blake, drafted H.M.S. Sultan, May. Will swap for Portsmouth F.M.G. static.

Divers plan wreck surveys

Navy and Royal Marines divers are planning further surveys of 18th Century wreck sites this summer.

The R.N. and R.M. Sub-Aqua Club will make a two-phased archaeological survey of H.M.S. Assurance, which founded off the Isle of Wight in 1753, and a survey of the Pednathise Head wreck site in the Scillies, where Admiral Sir Cloudesley Shovell's squadron sank in 1707.

Applications to take part in the first phase of the Assurance expedition, from May 21 to 28, must be received by April 15. For the second phase, from August 8 to 26, applications must be in by May 31.

Those interested in joining the Scilly Islands expedition from July 16 to 26 should apply by May 31.

GIBRALTAR

The Joint Services Sub-Aqua and Diving Centre at Gibraltar will also be available for branch expeditions between July 1 and 15, and September 19 to October 30. Failing this the R.N.R.M.S.A.C. will use the periods if enough members are interested. It is also possible that divers will be needed for the Mary Rose project.

Further information can be obtained from the club's expeditions officer, Lieut.-Cdr. David Drury, R.N.E.C., Manadon, Plymouth PL5 3AQ, to whom all applications should be sent.

• A team of amateur divers have discovered a British man o' war almost perfectly preserved in the Goodwin Sands off Ramsgate. The 70-gun H.M.S. Stirling Castle was wrecked in 1703 with the loss of all but 70 of her 440 complement.

Reunion encore

Two years ago a major reunion of ordnance artificers, together with wives and girl friends, proved a great success. OAs, past and present, nattered about old times, getting a little oiled in the process, 400 people attending the event.

Now a second reunion dinner and dance is planned, to be held at the Portsmouth Centre Hotel on Friday, May 2. Full details can be obtained from CPO Dave Matthews, No 6 Boathouse, SMA, Portsmouth Naval Base (Tel. Portsmouth 22351, ext 23089).

Cost will be £6.50 per person, while "pedigree" requirements are as follows: "Please supply evidence of branch membership. (Inside leg measurements or Fisgard locker numbers are unacceptable though very interesting.)"

AB(S) Powell, Barrack Guard, H.M.S. Drake. Telephone: 553740 Ext. 5229-5220, drafted H.M.S. Andromeda, May. Will swap for any Portsmouth ship in refit or home waters.

MEM3 (L) J. K. Muir, H.M.S. Sultan (HTS), drafted H.M.S. Rothesay, April, Chatham, completing refit, then Rosyth based.

AB(M) P. Sayers, 3G Mess, H.M.S. Battalier, Devonport, deploying States, May-June. Will swap for any ship, shore base other than Scotland, preferably South Coast. Replies: 98 Avenue Road, Gosport, Hants.

AB(M) Foster, After Mess, H.M.S. Kirkliston, due refit Chatham April until August. Will swap for any Plymouth ship, preferably refitting.

ALMEM(L) D. Leen, 3P Mess, H.M.S. Antrim, deploying Far East via Suez, May. Will swap for any Rosyth tribal sweeper Island class or Chatham ship in home waters.

AB(S) Stevenson, 2E1 Mess, H.M.S. Intrepid, deploying. Will swap for ship home waters or shore base, not Faslane.

AB(M) C. Armstrong, M.T.S., H.M.S. Sultan, drafted H.M.S. Cardiff, March. Will swap for any Devonport ship not deploying or in refit.

ALMEM(M) R. Stott, 9 Mess, H.M.S. Fife, drafted H.M.S. Arethusa July, refitting Devonport, May. Will swap for any Portsmouth ship, preferably G.M.D.

MEA(P)1 M. J. Mantion, PA1 Mess, H.M.S. Blake, drafted H.M.S. Sultan, May. Will swap for Portsmouth F.M.G. static.

SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should contact the applicant direct.

AB(M) T. Millar, Menzies Mess, RN Hospital Haslar, min. six months. Will swap for any Plymouth ship or shore base.

CK P. A. Jones, drafted H.M.S. Bulwark, June, deploying Mediterranean. Will swap for any Portsmouth shore base. Replies: 15 Ridgeway Close, Paulsgrove, Portsmouth, Hants.

LCK R. Stewart, 2OP Mess, H.M.S. Coventry, due to deploy Far East, May. Will swap for any Portsmouth G.M.D. in refit or not deploying.

SEA(W) P. D. Newton, 3EA Mess, H.M.S. Sirius, Plymouth. Will swap for any Portsmouth ship or shore base.

SA G. T. Edwards, C110 Mess, H.M.S. Heron, drafted H.M.S. Rhyd, July. Will swap for any seagoing Portsmouth or Plymouth ship.

AB(M) L. Parker, 3EA Mess, H.M.S. Euryalus, drafted June, H.M.S. Excellent, Portsmouth. Will swap for any Plymouth ship not deploying or shore base.

LRO(W) L. McGeevor, 3AE Mess, H.M.S. Galatea, due to deploy Far East, May. Will swap for any Plymouth ship not deploying or shore base.

POWEM(R) P. Capstick, H.M.S. Flying Fox, Bristol, drafted H.M.S. Plymouth, August, refitting Chatham until spring '81, then Rosyth based. Will swap for any Plymouth or Portsmouth ship.

POWEM(R) J. Beadle, 2D Mess, H.M.S. Avenger, home waters April to December. Will swap for any ship manual or CAAIS, deploying.

WRNWT(R) G. F. Halliwell, WRNS Quarters, H.M.S. Neptune. Will swap for any Fareham, Gosport or Portsmouth base. Telephone: Neptune ext. 314.

RD1(G) S. M. Hughes, H.M.S. Alderney, Rosyth. Will swap for any Portsmouth base or ship refitting.

AB(M) C. Plain, H.M.S. Orkney, Rosyth.

Will swap for any ship deploying Far East or U.S.A.

ALMEM (L) C. E. Smith, 70, Daedalus Caravan Park, Howe Road, Gosport, Hants, drafted H.M.S. Ajax, Devonport, June. Will swap for any Portsmouth ship.

ALMEM(M) P. R. Foote, (JBD) 74 Langstone Road, Milton, Portsmouth, drafted H.M.S. Hermes, June, refitting Portsmouth until 1981. Will swap for any diesel ship (minesweeper hunter or survey ship).

POMEM(L) Peacock, 49A Sundridge Drive, Walderslade, Chatham, drafted over six months, H.M.S. Sultan, March for harbour training ships. Will swap for any Chatham shore base.

LRO(G) P. J. Sheere, Signal School Mess, H.M.S. Mercury, drafted H.M.S. Bristol, April. Will swap for any seagoing ship or one refitting Plymouth.

LRO(G) S. J. Parmenter, 3EA Mess, H.M.S. Galatea, deploying Far East, May. Will swap for any Plymouth ship not deploying or currently refitting.

LCK S. J. Griffin, 3E2 Mess, H.M.S. Euryalus, refitting Devonport until June, then First Frigate Squadron. Will swap for Chatham or Portsmouth ship not deploying.

AB(M) Priest, 3D Mess, H.M.S. Kent, drafted H.M.S. Rooke, July. Will swap for any shore base Portsmouth or Plymouth.

STD A. Carr, 3 Mess, H.M.S. Alacrity, Devonport, due to deploy May. Far East. Will swap for any Devonport ship due long refit, or shore base, preferably H.M.S. Raleigh.

CK A. Harvey, 2F Mess, H.M.S. Nubian, drafted H.M.S. Eskimo, April, deploying West Indies three months. Will swap for any Rosyth ship.

STD A. Mulr, 3 Mess, H.M.S. Alacrity, Devonport, due to deploy May. Far East. Will swap for any Devonport ship due long refit, or shore base, preferably H.M.S. Raleigh.

AB(S) Powell, Barrack Guard, H.M.S. Drake. Telephone: 553740 Ext. 5229-5220, drafted H.M.S. Andromeda, May. Will swap for any Portsmouth ship in refit or home waters.

MEM3 (L) J. K. Muir, H.M.S. Sultan (HTS), drafted H.M.S. Rothesay, April, Chatham, completing refit, then Rosyth based.

AB(M) P. Sayers, 3G Mess, H.M.S. Battalier, Devonport, deploying States, May-June. Will swap for any ship, shore base other than Scotland, preferably South Coast. Replies: 98 Avenue Road, Gosport, Hants.

AB(M) Foster, After Mess, H.M.S. Kirkliston, due refit Chatham April until August. Will swap for any Plymouth ship, preferably refitting.

ALMEM(L) D. Leen, 3P Mess, H.M.S. Antrim, deploying Far East via Suez, May. Will swap for any Rosyth tribal sweeper Island class or Chatham ship in home waters.

AB(S) Stevenson, 2E1 Mess, H.M.S. Intrepid, deploying. Will swap for ship home waters or shore base, not Faslane.

AB(M) C. Armstrong,

Crichton

nets a big rogue

A "rogue" fishing net, an elusive mine, a drifting buoy and two vessels in distress helped keep H.M.S. Crichton busy off the South-West coast of England during her first mackerel patrols of the 1980s.

During the first patrol the Crichton recovered a drifting portion of net which had become a hazard to navigation in the Lands End separation zone.

Measuring 200 fathoms by 50ft. and weighing about two tons, the net took four hours to haul on board — and covered most of the sweep deck, including the provisions store hatch. It was later landed in Plymouth and passed to the receiver of wrecks.

MAYDAY

During the next patrol the Crichton was on her way to investigate reports of a mine adrift north of the Channel Islands when she received a Mayday call, via Brixham Coastguard, from a vessel on fire. The crew of the stricken ship were taken off by other boats in the area of Prawle Point.

The rest of the day was spent unsuccessfully searching for the mine with the French fast patrol boat Glaive.

A few days later the Crichton was more successful in her search for a buoy reported adrift in the separation lanes south of the Lizard.

It was found to be a 10ft. diameter Admiralty buoy floating upside down, and when small arms fire and hammer-andcold-chisel failed to sink it, the offending item was towed 15 miles to Penzance, where in darkness the tow was transferred to a Trinity House launch.

SINKING

At the start of the forenoon watch three days later a Mayday was received from the fishing vessel Cinderella just south of Rame Head. The Crichton arrived to find her under tow by another fishing vessel and her crew rescued.

Shortly afterwards the tow had to be cast off and the Cinderella sank — the only task left for the Crichton was to mark the location with a Dan buoy.

On New Year's Day the Crichton had played soccer against H.M.S. Shavington, with whom she was sharing mackerel patrol duties. The Shavington won 7-3.

Revealing Powers

Stefanie Powers gets down to a few bare essentials of the plot in "Escape to Athena," currently on release by the Royal Naval Film Corporation. Here Elliott Gould as Charlie gives Stefanie a helping hand during her stage striptease. The film also stars Roger Moore, Telly Savalas, David Niven, Claudia Cardinale, Richard Roundtree, Sonny Bono, and Anthony Valentine.



FILMS FOR THE FLEET

SPACED OUT!

Space seems to be the last frontier as far as the box office is concerned, and among the latest crop of sci-fi dramas to bombard earth have been the good, the bad and the positively ugly.

Filling the first and last of those categories is "Alien", the twisting horror tale that takes place in the confines of a galactic spaceship.

The Alien itself is a particularly unsavoury creature of undetermined sex and crude table manners who gains entry to the ship and begins jumping out at the victims from dark corners. One of those corners happens to be John Hurt's stomach, into which it secretes itself early in the film.

Hurt's chillingly convincing portrayal won for him a British screen award, presented in London this year.

"Alien", directed by Ridley Scott, is released by the Royal

Naval Film Corporation this month. The full list is:

Airport 1980 (A) — Alain Delon, Susan Blakely, Robert Wagner, Sylvia Kristel. Latest chapter in the airliner survival course, which began a decade or so ago with Burt Lancaster and the Boeing 707. This time it's the Concorde — under mid-air seige by no less than a guided missile, a rocket firing fighter plane and a sabotaging flight mechanic. What price noise abatement now? CIC. No. 696.

Mystery

Sidney Sheldon's Bloodline (X) — Audrey Hepburn, Ben Gazzara, James Mason. After the mysterious death of her wealthy father, Audrey Hepburn finds herself responsible for the running of the family business. CIC. No. 967.

Alien (X) — Tom Skerritt, Sigourney Weaver, John Hurt. 20th Century Fox. No. 698.

The Amityville Horror (X) — James Brolin, Margot Kidder, Rod Steiger. Walls running with blood and an exorcising priest who literally has the tables turned on him are among the events in this tale about a haunted house on the outskirts of New York. ITC. No. 699.

Lost and Found (AA) — George Segal, Glenda Jackson. Shades of "A Touch of Class" from Segal and Jackson. This time he is an American professor and she is an English production secretary whose meeting during a ski-ing vacation leads them to the altar. Columbia-EMI-Warner. No. 700.

From Hell to Victory (AA) — George Peppard, George Hamilton. The story of a group of friends in German-occupied France. Columbia-EMI-Warner. No. 701.

The Slavers (X) — Trevor Howard, Britt Ekland. Beautiful Britt does her bit against the background of the African slave trade in the late 19th Century.

Eagle. No. 702. **One of Our Dinosaurs is Missing** (U) — Peter Ustinov, Helen Hayes, Clive Revill. A secret formula hidden in the skeleton of a British Museum dinosaur provides the bones of this plot. Ustinov snatches the scenes as a dastardly Chinaman. Walt Disney. No. 703.

Soapbox

The China Syndrome (A) — Jack Lemmon, Jane Fonda, Michael Douglas. Something nasty in the reactor provides a perfect soapbox for anti-nuclear campaigner Jane Fonda. Nevertheless, a taut thriller. Columbia-EMI-Warner. No. 704.

Rocky II (A) — Sylvester Stallone, Talia Shire. The fists fly again in the Stallone-directed sequel to the hit "Rocky". Now, besieged by success our hero must also face the more mundane responsibilities of marriage and parenthood. United Artists. No. 705.

Fleetwood welcomes Sheraton

There was plenty of warmth in the welcome that greeted H.M.S. Sheraton when she sailed into Fleetwood, her affiliated town, on a cold and blustery January morning.

Ties between the ship and the fishing port have been close since November 1977, when severe gales put a third of the town under water. The Sheraton was on hand to give much-needed assistance to stranded inhabitants, using her Gemini dinghies.

Although none of the ship's company from that time are still on board, the Fleetwood community had plenty of hospitality to offer, including a social evening at the Royal British Legion Club.

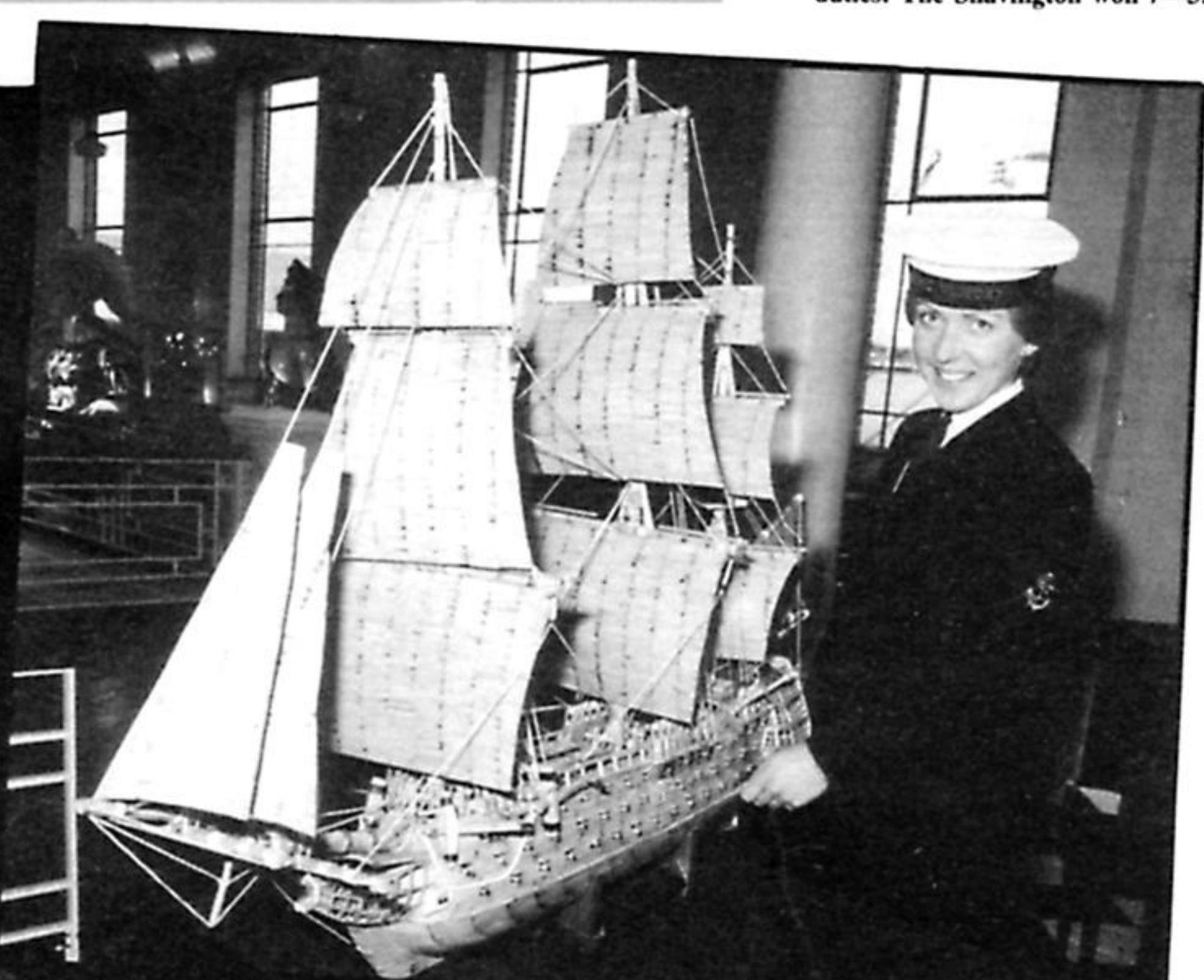
Into the busy programme the ship also squeezed a football match against Fleetwood Fire Brigade, which the firemen won 3-2.

As a parting gesture, Fleetwood Sea Cadets marched past, led by their prizewinning band. The Sheraton's commanding officer, Lieut.-Cdr. D. Baudains, took the salute.

MATCH THIS . . .

Strike a light! . . . David Holmes of Odiham, Hants, really showed a pioneer spirit when he embarked on making a model of England's glory, H.M.S. Victory, entirely of matches. It took him four years, 40,000 matches, £200 of glue — plus a lot of skill and patience. Now the one / sixty - fourth scale model has been accepted for display at the Royal Naval Museum at Portsmouth, where LWren Sandra Wright is pictured examining it. Sandra is the only Wren serving in the real Victory.

Picture: PO(Phot) Len Cobbett



DRAFTY'S CORNER

THE SUBMARINE SCENE

Since the last Submarine Command Drafty's Corner there has been a change at the top — Cdr. R. Shellard has been succeeded by Cdr. R. S. Collins, and this might be an opportune time to give a general round-up of the Submarine manpower scene rather than labour specific points.

There has been a great deal of turbulence in the Submarine Service over the past two years, due mainly to the re-organization made necessary by Engineering Branch development and the ROSEM split in the Operations Branch. Both these schemes have inevitably produced a few disappointed transferees and we in Naval Drafting Division are very much aware that not all branch preferences were met, although most were.

Not affected

In the long term however, both schemes will work to the benefit of the Service and an important thing to remember is that advancement prospects have not been adversely affected. If you have recently transferred branches, your promotion examination will be set on your past experience unless you have opted for full cross-training (in the case of Artificers) and even then, there will be no delay in your subsequent advancement.

There is still a short-term opportunity for dissatisfied transferees to apply for branch transfers. Normally this is only permitted at the Able Rate level, but the MOD have allowed special dispensation to transfer certain ratings to and from the ME and WE sub-branches providing no retraining is necessary, and that the manning situation will allow it.

Absolutely fair

Obviously it would be imprudent to allow transfers from a category which is in shortage to a category which is overborne. The decisions are made within H.M.S. Centurion and you may rest assured that they are absolutely fair — where the above conditions are met transfers are made on a "first come, first served" basis.

The overall drafting situation in the technical branches remains coloured by shortages at leading rate and above. Since most promotion rosters are dry, it follows that not enough men are coming forward for advancement. The rewards are high, and it is worth remembering that it costs nothing to have a go: even if you do not intend to remain



It'll be worth all the turbulence!

in the Service the qualifications will be of benefit to you in civilian life.

Mechanicians' Courses are a particularly good way of gaining full tradesmen qualifications for a small return of service. Your Divisional Officer will explain exactly what acceptance standards are required for the course.

There is now a billet for a Third Class Mechanician in each patrol class submarine, so there is no longer any need to turn down the course because it could automatically involve "going nuclear."

Good news for the nuclear men is that plans are now well advanced to move shore training from H.M.S. Vulcan to H.M.S. Sultan early in 1981.

We expect to draft to the larger shore requirements late this year, and 24 new CPO billets in H.M.S. Sultan should make life easier for the Southern natives.

The ROSEM Branch split into tactical systems and communications disciplines on November 1 last year following a year's study by a working party including representatives from FOSM, Drafty, the Submarine School, H.M.S. Mercury and the Ministry of Defence. All Senior Rates were given their choice of sub-specialization, and since more elected to join the Communications side, this resulted in a shortage of TS senior rates. This means that some of you who were trained as old style ROSEMs will have to do Tactical Systems

jobs until enough TS ratings are trained to take your place.

Leading Hands and Able Rates will be drafted into the right jobs earlier, but not as quickly as we had hoped due to the large number of Leading Seamen (TS) advanced to Petty Officer in the first two months after the split (18 in all). The message to you all, particularly in the TS Branch, is to qualify for the next higher rate as soon as you can and encourage those junior to you to do the same. Similarly, the Sonar (SM) sub-branch also has shortages at the Leading Hand and Petty Officer level. As the rosters are dry, passing the PPE will normally put you straight into the next higher rate.

Sun-worshippers

Good news for junior rate sun-worshippers in the Sonar Branch is that some billets have been made available in Gibraltar, and we are hoping for more foreign jobs by the end of this year.

Finally, if you have a particular problem, ask your Divisional Officer to phone or visit H.M.S. Centurion — he will always be made welcome, and regular contact of this kind with the Flotilla is of immense assistance in the drafting task. We have found from experience that the submarines with no drafting problems are those whose officers contact Drafty on a regular basis.

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Nottingham's number nine

Ninth of the Royal Navy's Type 42 guided missile destroyers, H.M.S. Nottingham was launched at the Woolston shipyard of Vosper Thornycroft (UK) Ltd. on February 18.

The ceremony was performed by Lady Leach, wife of the First Sea Lord (Admiral Sir Henry Leach).

Six ships of the class have already been commissioned, two others have been launched and five

more are under construction. The Nottingham is the second Type 42 being built for the Navy at Woolston and is due for completion at the end of 1981.

H.M.S. Southampton, launched at Woolston in January 1979, is due to be completed at the end of this year.

Of the 14 42s ordered for the Royal Navy, the last four will be "stretched." Second of this type, H.M.S. Gloucester, will be built by Vosper Thornycroft.

The Nottingham will be the sixth ship of the Royal Navy to bear the name, the last being a light cruiser which served with distinction at Heligoland, Dogger Bank and Jutland before being sunk by a U-boat in 1916.

Picture: PO(Phot) Len Cobbett

Bandmaster sought

The drum and bugle band of T.S. Wakeful, 8th Flotilla, N.T.C., based at Cowplain, Hants, needs a bandmaster. Band night is Mondays. Anyone willing to help should contact Chief Officer S. J. Besant, 66 Kings Road, Cowplain (Tel: Waterlooville 52002).

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ST DAVID SHOWS THE WAY

With St David's Day falling on March 1, it is appropriate that a Welsh-manned ship should be spotlighted in this edition. And it is doubly appropriate that that ship should be named H.M.S. St David.

Although she rarely makes the headlines, her work with the South Wales Division R.N.R. provides an important contribution to Ministry of Defence planning.

She and her sister ship, H.M.S. Venturer (manned by Severn Division R.N.R.), exercise together in the Bristol Channel to experiment with and investigate deep minesweeping techniques.

Forerunners

The lessons learned are passed on to higher authority so that better sweeping control and equipment can be incorporated into new vessels in the planning stage.

In fact, the ships have been so successful that they are

H.M.S. St David, ship of the South Wales Division R.N.R., enters harbour after a training exercise.
Picture: Michael Lennon



Predecessor of the present St David pictured in 1963.

regarded as the forerunners of the "EDATS" class of relatively inexpensive minesweepers to back up the new Hunt class.

Trawler

Both vessels are known as MSMs (Minesweeper, Steel Medium) and are part of the Tenth MCM Squadron which consists entirely of R.N.R. vessels. Like her sister ship, the St David was built as a trawler in the early 'Seventies. She is on a two-year charter which expires in November.

Trawlers can be used for minesweeping with very little alteration as they are already fitted with powerful winches, and during the two world wars many trawlers and trawlermen took part in minesweeping operations.

The only modifications that have been made to the St David are the addition of double cabins in the fish hold and a small, Arma-Brown gyro compass for navigational purposes.

She is powered by two Lister-Blackstone engines which drive a variable-pitch propeller in a Kort nozzle. She has powered steering and an automatic pilot.

Living conditions on board are good, but like all trawlers and minesweepers she tends to be lively in rough weather.

Her commanding officer is Lieut.-Cdr. Ronald Fisher, but the Division — whose HQ is H.M.S. Cambray, Cardiff — has six qualified R.N.R. commanding officers who are appointed in command for continuous training periods and week-end exercises.

PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth, PO1 3HH, price £2 each inc. postage and packing (minimum order 60p) or £1 per dozen. Postal orders or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £2.30. Albums to hold 64 Navy News postcards are £3.20 each (including postage).

Only postcards of ships listed here are available.

Ardie, Acheron, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alacrity, Alamein, Albion (mod), Albion (pre-mod), Aldemey, Amazon, Ambuscade, Andrew, Andromeda, Anglesey, Antelope, Antirin, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut, Ardrine, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Aurora, Avenger, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Blue Rover, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword (Destroyer), Broadsword (Type 22 frigate), Brontes, Bulldog, Bulwark (pre-mod), Bulwark (mod), Bulwark (1979), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corinna (mod), Corinna (pre-mod), Courageous, Coventry, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido (pre-mod), Dido (mod), Diomedes, Dreadnought, Duchess, Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife

(pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Giraffe Ness, Glamorgan, Glasgow, Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1978), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperlon, Yamton, Monkton on one postcard), Hubberston, Hydra, Intrepid (pre-mod), Intrepid (1979), Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkliston.

Layburn, Leander (pre-mod), Leander (mod), Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lindisfarne, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Maxton, Maxton, Mermaid, Minerva, Minerva (mod), Mohawk, Mount Bay, Murray, Naiad, Newcastle (1956), Newcastle (1979), Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Olwen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Pallas, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Porpoise (1959), Porpoise (1979), Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyl, Roebuck, Roqual, Rothesay, Russell.

St David, Salisbury (pre-mod), Salisbury (mod), Scarborough, Sceptre, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shouton, Sidlesham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Soberton, Sovereign, Spartan, Striker, Stromness, Stubbington, Super Swiftsure, Tacitum, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tideusage, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursula, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Wherry, Wilton, Woolaston, Yarmouth, Zest, Zulu.

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife

The Welsh connection

The warship name St David can be traced back more than 300 years to 1667 when the first H.M.S. St David was launched at Bristol.

A fourth-rate of 54 guns, her first duties were to escort convoys in the Bristol Channel and the Irish Sea. Her more distant forays included the Mediterranean and West Indies, but her last task on active service was back in home waters — to protect the troop transports of William III on their way to Ireland in 1688-89.

MOTOR LAUNCH

She foundered in Portsmouth harbour in 1690, was raised and hulked the following year and finally sold in 1713.

It was not until 1947 that the name reappeared under the White Ensign. In that year a harbour defence motor launch named St David became the first sea tender of the Cardiff Division R.N.V.R., being replaced two years later by a small motor minesweeper.

RENAME

In 1954 the Division took charge of a much larger vessel, the Coniston-class minesweeper H.M.S. Brereton, which became the fourth St David in a renaming ceremony conducted by the then Archbishop of Wales. She steamed 50,000 miles and spent nearly 6,000 hours under way before being withdrawn from active service in 1962.

Her successor, the former H.M.S. Crichton, was a ship of the same class and the first to enter service with the Division since their re-classification as South Wales R.N.R. in 1958.

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Spars and royals

I expect you will have any number of letters from budding "shellbacks" following your letter from Mr. Bruno Westcott (February).

T G yards are, of course, top gallant yards; they are the yards, or upper spars, of the third sail from the deck on a square-rigged mast.

Royals are the sails above them, that is fourth sail from the deck in a square-rigged ship.

Crossing a yard was simply the process of fitting it in position on its parent mast, that is crossing the mast. This was done, of necessity, when rigging a ship or replacing the yards following maintenance or breakages.

It was a well-practised evolution to train men to carry out the task quickly and efficiently after battle or storm damage — J. A. Barker, Lieut-Cdr., commanding officer, H.M.S. Victory, Portsmouth.

Missing □ badge

As a telegraphist I served in the sloop H.M.S. Gilis in the Mediterranean in 1918. In December, after the war had ended, our ship was taken over by the Commander Black Sea and Aegean Mine Clearance Force, and after a few months I was sent to one of the minesweepers, later being transferred to a motor launch (I think it was ML 389). We used to sweep close inshore.

I was the only regular Serviceman on board, the remainder being volunteers for minesweeping only. The captain was a lieutenant R.N.V.R., and we had a total crew of ten. Our force swept mines which had been laid by us and our allies, also enemy mines. I know we finished up in Varna, Bulgaria.

We were awarded a silver badge which we wore on our left sleeve near the cuff. Mine was stolen in 1921 but I would like to know if anyone remembers the badge which was, I think, granted by the King. I would like to be able to obtain one of those badges again if at all possible. — W. J. Corbed, Telegraphist 1916-1929, Three Bridges, Crawley, W. Sussex.

Chilean □ memory

I was with my country's Navy for a number of years until my retirement as a lieutenant-commander and I very much enjoy reading Navy News. I am fourth generation in Chile, the first one bearing my name coming here from Plymouth as paymaster of the Scorpion in 1818. He decided to stay and establish a family.

During my leisure hours I make models of Second World War warships and one is of H.M.S. Exeter which paid several visits to Valparaiso in 1939. I saw her then and in 1937.

Recently I finished reading Mr. William E. Johns's book "No Surrender" and would like to congratulate him for the excellent story he recounts. — George E. Wolleter, Santiago, Chile.

Just a matter of time . . .

I would be grateful to know the correct manner in which to write and speak the time relative to the 24-hour clock.

Periodically at branch meetings differences of opinion occur and, although all our members are ex-Navy, none can give an authoritative answer to this problem.

The following are a few examples of what we are up against both in newsletters and verbally:

Written	Spoken
20.15	Twenty fifteen
20.15 hours	Twenty fifteen hours
20.15 hundred	Twenty fifteen hundred
20.15 hundred hours	Twenty fifteen hundred hours
(ditto but without the decimal point)	

D. M. Muir, Chairman, Hereford Branch, Royal Naval Association.

THE TITLE THEY WARRANT . . .

Regarding the front-page reference in January's issue, and the Smiles cartoon, can you please lead the way in the correct usage of the generic title for FCPOs — that is, warrant officers.

Thanks for a great paper. Keep up the good work. — M. J. Matthews, FCRS, H.M.S. Dryad.

Having heard one or two views on the fleet chief/warrant officer score, and digested the official word, we still have to admit to feeling a trifle bemused.

Formal description of the rate as a whole, and the collective and generic title, is warrant officer, says the 1979 DCI. The announcement also tells us that care should be taken to use the correct title in correspondence and that "there will seldom be occasions when it is appropriate to use the term fleet chief petty officer except when referring to individuals by name."

So you call him Fleet Chief Bloggins, but he's really a warrant officer . . . all clear? — Editor.

LETTERS TO THE EDITOR

Not too late to honour Acasta

(From Rear-Admiral T. V. Briggs)

I was interested to read Lieut-Cdr F. P. U. Croker's letter about H.M.S. Acasta in your January edition. By damaging the Scharnhorst and forcing the German battle cruisers to return to base, the Acasta saved the naval force carrying out the final evacuation from Norway from almost certain total destruction, which was their object.

I was the gunnery officer at the time in H.M.S. Ark Royal, wearing the flag of Vice-Admiral L. V. Wells, commanding a force consisting of (from memory) the aircraft carrier, an old "C" class cruiser, and half a dozen destroyers, escorting four troop carriers with over 10,000 troops on board.

If the German force had come on North to complete their task, there was little to stop them from meting out the same fate to us as to the Glorious, Acasta and Ardent.

The destruction of the Ark Royal and loss of many of the other ships and some 20,000 men would have been a major disaster which might well have affected the course of the war. I certainly felt that I owed my life to that gallant attack by the Acasta and Ardent into the certain jaws of death, as I am sure many others did.

In John Winton's admirable book "The War at Sea", Vol. 1, Leading Seaman Carter recounts that the Acasta's captain, Cdr C. E. Glasfurd, "had this message passed to all positions: 'You may think that we are running away from the enemy (they had been retiring laying a smoke screen to cover Glorious); we are not; our chummy ship (Ardent) has sunk, the Glorious is sinking, the least we can do is make a show, good luck to you all!' We then altered course into our own smoke screen . . .".

This must be one of the finest and shining examples of true Royal Naval tradition; of offensive action of great gallantry against overwhelming odds; of team spirit and huge personal courage; and of sacrifice which, as it turned out, was not in vain.

The country owes great gratitude to these brave shipmates, and many of us our lives, for their bravery and resolution.

It has always amazed me that, as mentioned by Lieut-Cdr Croker, no honours were awarded. Probably at this time we wanted to play down this tragic event, especially as no covering force for the evacuation had been provided. Their defeat was turned into victory — the safe arrival of the evacuation force to our shores.

A posthumous V.C. to the captain and crew would not have seemed too great a recognition. A new Acasta for the Navy would be a good thing — but not enough. Surely it is not too late to put the record straight. — T. V. Briggs, Rear-Admiral (Retd) Kings Legend, Aldeburgh, Suffolk.

On retiring I have, like most naval people, a quantity of redundant gold braid on my old uniforms.

Since this is, I understand, made from gold-plated silver wire, it must have some intrinsic value as metal. Does any naval charity collect old braid to melt down or sell? If so, I, and I imagine many others, would be pleased to send them a parcel. — S. A. Stuart, Capt. R.N., Prinsted, Emsworth, Hants.

Taking it □ green . . .

From 1948-50 I served in H.M.S. Liverpool and H.M.S. Mermaid in the Med. I am convinced that at this time there were destroyers painted green as an anti-radar experiment. Am I right, as friends don't believe me?

I would also be grateful to hear from anyone who remembers me from R.N. service 1947-56. — B. P. Grafton, Ex-AB., 17A, Wordsworth Road, Shirley, Southampton.

Down on □ the farm

May I invite readers to join an organisation whereby people stuck in cities can get out into the country at weekends.

Called Working Weekends on

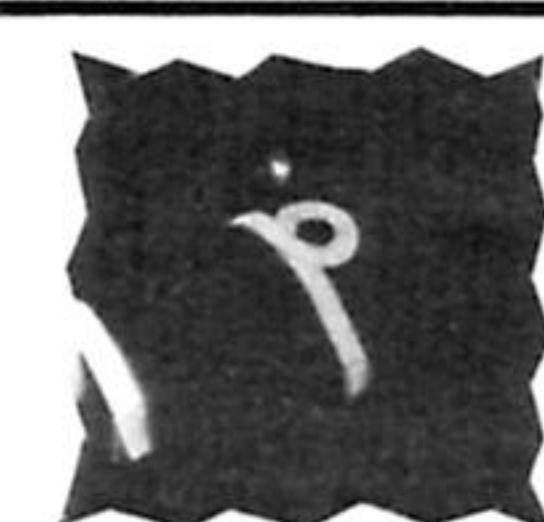
Scrapes in □ an 'old tub'

I was shocked to read that "Uncle George was lost with the cruiser H.M.S. Berwick in the Second World War."

The Berwick certainly didn't get lost. I was in her for the last two years of her life and at the end of the war we beached her in the Trot at Pompey and paid off. That was July 17, 1945.

We had a few scrapes. We were on Russian convoys and made a trip to Spitsbergen, then when it was all over rounded up U-boats in Bergen.

She was an old tub and leaked like a sieve — for'ard at any rate — but lost? Never. She was scrapped in 1948 after 22 years' service. — Ed Gordon, Portsmouth.



From February's Navy News

Cheers!

Not only is Miss Nell Campbell (the Page 3 Girl of February's Navy News) sporting the wrong kind of stripe, but she also appears to have it going astern!

As this is usually a reason for a round of drinks on the culprit, I trust that those at the preview in H.M.S. Belfast secured a suitable reward from Southern TV — A. E. Allen, Capt. H.M.S. Centurion.

Pagham bell

Hanging in our parish church we have the ship's bell of H.M.S. Pagham, which I believe to have been a Second World War minesweeper.

Much to my disappointment I have discovered nothing in the church archives either about the ship or the handing over of the bell. Inquiries at both the Imperial War Museum and R.N. official photographic libraries for a photograph of H.M.S. Pagham have drawn a blank.

I should be most grateful for any information about her, and particularly for the loan of a photograph which we could have copied to hang in the church.

We are proud and honoured to be custodians of the ship's bell, but it would mean so much more if we could clothe it with flesh and blood and learn something of the ship, her company and her career — John W. Maynard, Vicar of Pagham, Pagham Vicarage, Bognor Regis, West Sussex.

I have at my home a ship's bell lettered Bongo 1915. It was brought to Chester by CPO Frank Morris, of H.M.S. Ajax, after the Battle of the River Plate and had been salvaged from a wreck off the coast of Africa.

I would be grateful for any information about the bell or the ship — Stanley Evans, Chester.

Calling old □ Benbows

T.S. Benbow, the Mitcham and Morden Sea Cadet unit, will be celebrating its 50th anniversary with a special parade and presentation of colour ceremony by the R.N.A.

This takes place at unit headquarters on Sunday June 8 and we would like to hear from anyone previously associated with the unit with a view to their attending on the day — R. F. Murden, Lieut. (SCC), R.N.R. Officer-in-Charge, 39 Knowles House, Neville Gill Close, London SW18 4BP.

Ditty boxes

Letters continue to arrive about old ditty boxes.

Mr. T. W. Holmes, of Betchworth, Surrey (signing himself ex-ragtearer and lampbuster), says his 1917 box now holds spanners in the garage.

Mrs. E. Coote, of Gillingham, Kent, painted her late husband's ditty box cream, lined the inside with velvet and silk, stencilled the outside with violets and now uses it as a trinket box.

Ex-Leading Sig. C. Sewell, of Mitcham, Surrey, writes, "Shoe cleaning gear lives in mine (sacrifice?)."

ASSISTANCE TO AUTHORS

Mr. Ralph Barker, of Old Timbers, 16 Aldercombe Lane, Caterham, Surrey, preparing a series entitled "Given up for lost," is trying to trace former pilot Ralph Henry Johnson, of 807 Squadron, who served in H.M.S. Theseus, and was shot down over North Korea in a Sea Fury.

Capt. Julius Gingore, Jr., USNR, who is writing a book on the French submarine Surcouf, in which 129 men died in 1942, wishes to contact members of the British naval liaison team who survived the loss. He would also like to contact relatives of Leading Signalman H. F. Warner and Leading Telegraphist B. Gough, who were lost with the Surcouf. Address: 425 Harbor Drive, South Venice, Florida 33595, U.S.A.

H.M.S. Lowestoft is preparing a complete history of previous ships of the name and would be grateful for information. Lieut G. Taylor, of the Lowestoft, would particularly like to hear from anyone who served in either the First World War light cruiser or the Second World War Grimsby-class sloop.

P.C. R. E. White, of Police House, Bridge, near Tunbridge Wells, is attempting to obtain documents, pictures or other items relating to the Hunt class destroyer H.M.S. Eridge with a view to preparing a book and commemorating the ship in the village church. He would particularly like to hear from anyone who served in the Eridge.

There's gold in them thar uniforms!

Organic Farms (WWOOF) for short, it covers the whole of the U.K. Weekends are arranged through a regular newsletter giving details of places needing help.

Members travel on Friday evening and live as one of the family in return for working on the farm — usually a wide variety of jobs and a lot one can learn — and a sociable time is had by one and all. No particular skills are needed.

All it will cost: £3 annual subscription, plus travelling expenses. For details send s.a.e. to WWOOF, 19 Bradford Road, Lewes, Sussex — Sue Coppard, Bradford-on-Avon, Wilts.

Pub name □ contest

I am hoping for some assistance regarding re-naming our local pub or one of its bars. There is a competition by the brewery to think up a new name with some history and the landlord would like the name of

Post to: Letters to the Editor, Navy News

JACK

by TUGG

Diamond year for Association of Wrens

This year sees the diamond jubilee of the Association of Wrens. Although many people are aware that we are many years older than our brother organisation, the Royal Naval Association, few realise that we are a year older than the Royal British Legion.

Our association was formed in 1920 by members of the Wrens from the First World War. It has continued, unbroken, ever since.

This very special year will reach its climax on November 1 with a Diamond Jubilee Reunion in London's Festival Hall. Members of the WRNS from two world wars, the post-war years and the present-day Service are already making inquiries from all parts of the world. One of the first to be interested was an 82-year-old First World War veteran living in the U.S.A. — Marian Greenway (Mrs.), Reunion chairman, Association of Wrens, 1A Chesham Street, London SW1X 8NL.

JUSTICE, PLEASE!

The time has come to do a little justice to the down-trodden single mate/Jenny.

With all the well-deserved benefits / loans paid to the married man, isn't it time that the single person got a look in? And consider the divorced sailor possibly paying mortgage, maintenance, and food and accommodation.

I have no objection to paying food charges when they are for meals had, but when it is married pay nothing, single pay all, it is unjust — "Portland."

The Famous Four

Thanks to you, I have learned about, and obtained, a copy of "Valiant Quartet," which was of great interest to me as I was one of the London RNVRs who commissioned H.M.S. Cairo on August 25, 1939, four days before my 19th birthday.

The book mentions our first casualty, who was lost in the Grimsby Roads while we were securing the whaler for sea. First two casualties by enemy action were myself and AB Ernest G. Garrett, who were members of "B" gun's crew and hit by bomb splinters from a near miss at Harstad, Norway, on May 25, 1940.

We were put ashore by fishing boat and ambulance to hospital in Harstad, which we shared with a motley throng of wounded British, French, Poles, Norwegians and even the crew of the shot-down Luftwaffe plane.

The Army nurses were, I believe, a Liverpool Territorial unit. What a grand job those girls did, covering our faces with pillows to protect them from the flying glass of the windows which were shattered

by blast during the air raids. I often wonder where they are today. — R. D. Houghton, Penhow, Gwent.

May I represent the claims of H.M.S. Carlisle an honourable mention alongside the "Famous Four" (Books page, January) and the contribution made by Hull Division R.N.R., the ratings of which formed half of the ship's company.

Their gunnery expertise after a strenuous work-up period proved worthy competition for the Royal Marines who manned the other half of the weaponry. We were lucky to have a well-known gunnery officer as captain — Gerald Langley, who invented the Inclinometer, an instrument well known to the old generation.

It may well be that Mr. G. G. Connell makes reference to the Carlisle in his book because the old ship did take her share in the heat and burden of the days from 1939 onwards, and deserves a page in posterity — M. E. Wevell, Cdr., R.N. (retd.), Muirhead, Chryston, near Glasgow.

Barham Block, HMS Nelson, Portsmouth PO1 3HH

Apollo mess 'uninhabitable'

Following the letter from Commodore J. A. B. Thomas (February), could I mention that this ship's company recently changed to H.M.S. Apollo from H.M.S. Ariadne at Gibraltar and members of my mess moved to a mess where five additional bunks and lockers had been added.

This makes a total of 13, where previously eight had lived. The reason given for the change was that extra space was required for the training of

junior rates.

The layout of the "new" mess was, quite frankly, uninhabitable and has since been changed, largely due to the efforts of mess members. Not only were the additional fittings "old pattern", but they were arranged in such a way that there was no real mess area. There are three suitcase stowages, eight boot lockers and two suit cupboards / wardrobes — for 13 CPOs.

We do not have fixed bunks away from the rec. area, and, regarding the statement that to recreate or sleep in the same basic space is not a compatible requirement, could I say "Not compatible to what?" Privacy, or comfort?

At the moment I have neither, and I suggest that the professional team which studied the lockers do not have to live out of them for most of their sea-going life.

Mr. Alex McLean

My husband Alex McLean wrote to Navy News asking if anyone could help him to remember a game called Yuca.

Sadly, he collapsed and died very suddenly on December 28.

There have been so many kind letters explaining the game. Under the circumstances I could not answer each letter but I would be grateful if you would let all those who wrote know why there was no reply. — J. M. McLean (Mrs.), Glasgow.

As a senior rate who is leaving the Service on notice, perhaps I have a distorted point of view, but it does seem to me that as "retention" is the name of the game with senior ratings, then circumstances such as these are not conducive to preventing men from coming to the sad decision to leave the Service. — E. C. Murray. (MEA(M)1. H.M.S. Apollo).



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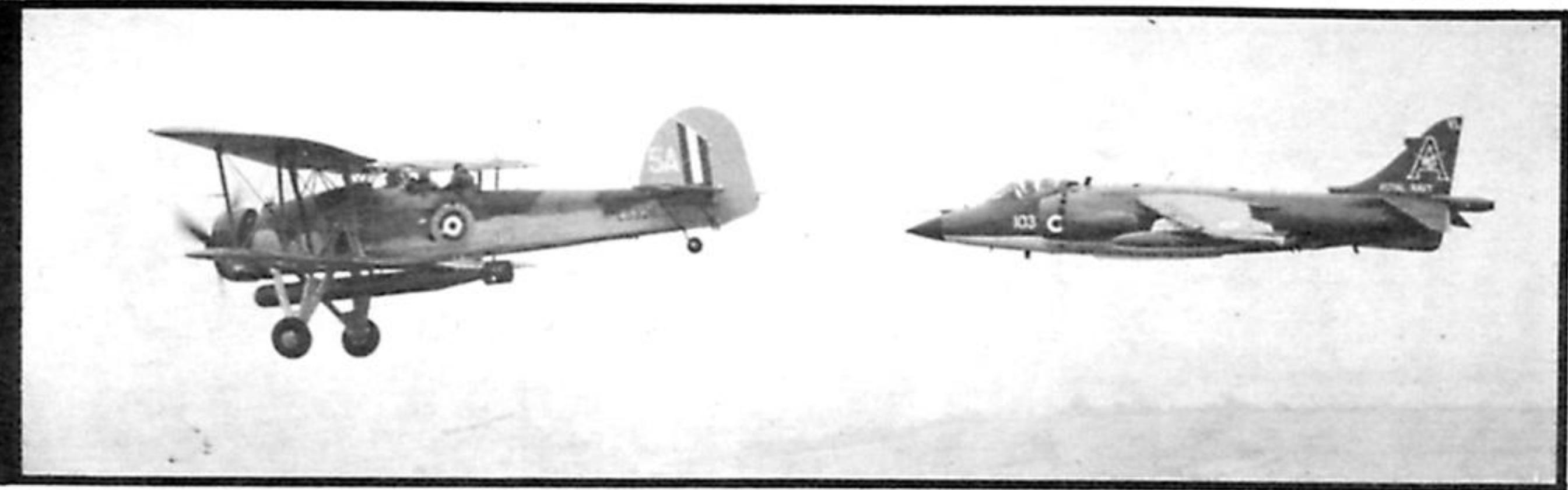
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THE METROPOLITAN POLICE

TWO ERAS... NOSE-TO-TAIL

A moment of aerial nostalgia as the Fairey Swordfish of Second World War fame shares the limelight with the Sea Harrier during a flypast at the R.N. air station Yeovilton. The two aircraft represent 46 years of Rolls Royce Bristol Pegasus aero engine development, which has advanced flying speed from 120 m.p.h. to 600 knots plus.



NAVY COOKS SCOOP 16 AWARDS IN TOP EVENT

Navy cooks did themselves — and the Service — proud at the prestigious international culinary competition at Hotelympia, London.

The R.N., R.M. and WRNS team collected 16 awards in competition with the best cooks in the country, and including entries from eight other nations.

The team's talent and experience ranged from Lieut. Mike Doyle (Osprey) and FCPOC Ken Fraser (Pembroke) to teenagers Wren CK Sonya Coburn and Wren STD Linda Burnett, who had just completed their Part III training.

Gold was struck by Lieut. Doyle and CPO Barry Norris (Collingwood) on practical events in the Hotelympia theatre, a daunting stage on which to perform under the critical eye of the judging panel and an audience.

On stage

The same challenge was also faced by award-winners POCK Bud Flanagan (Pembroke) and Wren CK Sue Wilkinson (Dauntless).

Sue, on advancement course at the Supply School, H.M.S. Pembroke, was twice on stage in live events, each time in competition with more than 20 other competitors, and won two fourth-place certificates of merit.

Pembroke's cookery policy officer, Lieut.-Cdr. Harry Harley, likened Wren Wilkinson's achievement to a cricketer making 50 runs in each innings of a Test debut!

The team worked long, demanding hours through the night to prepare their many exhibits for judging at 9 a.m. at Olympia. The cooks left Chatham at 5.30 a.m., sweating out the slow journey in the hope that the driver would miss every pothole between Pembroke and Kensington.

Despite careful driving, several exhibits suffered so much damage on the way that they lost any real



chance of taking a prize.

Summing up the team's excellent performance, Lieut.-Cdr. Harley told Navy News:

"Hotelympia is the World Cup of culinary competitions. There is no superior event. The level of competition is white hot and the number of entries in some events is mind-boggling."

"For instance, there were 42 entries in the senior meat dish event, and only four awards to be won."

'Liverpool'

"Our 1980 team did a tremendous job. In football terms, they were like Liverpool — they deserve the respect of any opposition."

Naval prizewinners were:

Gold medals — Lieut. A. F. Doyle (H.M.S. Osprey) and CPOCK B. Norris (H.M.S. Collingwood).

Silver medals — POCK M. Bridger (H.M.S. Pembroke) and POCK K. Bradley (H.M.S. Collingwood).

Bronze medals — POCK W. Churchill and FCPOCK K. Fraser (both Pembroke), and POCK D. Scott (H.M.S. Falmouth).

Certificates of merit — CPOCK R. Naylor, POCK K. Flanagan, Wren CK S. Coburn, Wren STD L. Burnett (all Pembroke), CK P. Bassett (Opportune), ACK J. Keeler (Nepture), Wren CK E. Moore (Nelson), and Wren CK S. Wilkinson (Dauntless) who was awarded two certificates.

Princess to meet Wrens

As Chief Commandant of the Women's Royal Naval Service, Princess Anne will visit H.M.S. Daedalus on June 24.

The purpose of her visit is to meet as many Wrens as possible, particularly those selected for the new Wrens mechanicians branch.

Mechanicians are selected from mechanics who achieve required results during qualifying courses for leading and petty officer rates. They then undergo two years' advanced mechanician training which includes academic, craft and technical subjects.

The visit, which was the Princess's own idea, will be the second she has made to South Hampshire within 12 months. Last July she opened the new administrative building at H.M.S. Collingwood.

Nuffield Centre to close

The Nuffield Centre in John Adam Street, London, is to close for business after Saturday, March 29, a decision taken by the Trustees with great regret.

With business in decline, it had been planned to close the centre with expiry of the lease at the end of this year. But other difficulties have arisen, bringing the date forward.

The centre explain, however, that theatre tickets for Service personnel will continue to be issued daily from Tuesdays to Fridays between 1200 and 1500 after March 29 until a date to be announced. It is then hoped that another organisation will continue this facility.

APPOINTMENTS

Brussels post

Admiral Sir Anthony Morton, at present Vice-Chief of Naval Staff, is to be United Kingdom Military Representative to the Military Committee in Brussels in October.

Rear-Admiral R. M. Burgoine, Commander British Navy Staff and Naval Attaché Washington and U.K. National Liaison Representative to SACLANT, will in November become Senior Naval Member of the Directing Staff of the Royal College of Defence Studies.

Other appointments recently announced include:

Capt. V. M. Howard, Director of Defence Policy (C Division), August 22. (To serve as commodore).

Capt. J. R. Oswald, Dartmouth in command as Capt. Britannia Royal Naval College, June 15.

Capt. M. J. F. Rawlinson, Heron in command and as Flag Capt. to FONAC, August 5.

Capt. J. P. B. O'Riordan, Glasgow in command, May 13.

Capt. K. S. Pitt, Duty with Port Admiral

OBITUARY

J. J. P. Dean, ALMEM(M), H.M.S. Minerva, January 21.
C. M. Cowling, PORL(A), R.N.A.S. Yeovilton, January 22.
J. Morris, ALWREN (Educ.), H.M.S. Nelson, February 2.

W. J. (Bill) Ayliffe, Ex-Ch. Electrician T.I., aged 68.

Edward Plant, B.E.M. At Qormi, Malta. Devoted his working life to R.N. School at Tai Handaq.

E. J. Miles, Ex-LRO, R.N., and L/Comm., R.N.R., H.M.S. Wildfire.

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NAVY/2

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High-powered!

Britain's first Royal Navy Motor-cycle Club starts up this month — presided over by the Navy's foremost motor-cycle enthusiast, the Commander-in-Chief Naval Home Command, Admiral Sir Richard Clayton.

Admiral Clayton will take an active part in the formation and running of the club, as will its chairman, Col. Mike Merchant R.M., officer commanding the R.M. Barracks, Eastney.

The inaugural meeting will be held at 1800 on March 26 in Barham Block, H.M.S. Nelson. The men who initiated the club, MAA Keith Nobby Clarke of H.M.S. Vernon, and CPO Smudge Smithson of H.M.S. Dolphin, say that it will serve only the Portsmouth area at first — but they can foresee the idea spreading.

All R.N. and R.M. personnel interested in motorcycling are welcome to join.

LIVE SCREEN SHOW 'FIRST' FOR DREADNOUGHT



Dreadnought's 'Valentine' for a day — singer Lyn Paul — chats to members of the crew during a break in filming for 'Pebble Mill'. And, right, a last-minute touch of make-up for LSTD Paddy O'Donnell.

Pictures: LA (Phot) Don Sidebottom

TV HEART-TO-HEART FROM A NUKE



H.M.S. Dreadnought and her crew starred in B.B.C. Television's "Pebble Mill at One" programme — the first live TV broadcast from a nuclear-powered submarine.

B.B.C. technicians set up a transmitter station on the Isle of Arran, and live pictures from the submarine were relayed to the station while the boat kept station two miles off the island on St Valentine's Day.

The programme included interviews with the Flag Officer Submarines, Rear-Admiral R. R. Squires, the commanding officer of the Dreadnought, Cdr. John Clarke, and members of the crew.

Earlier some of the scenes were

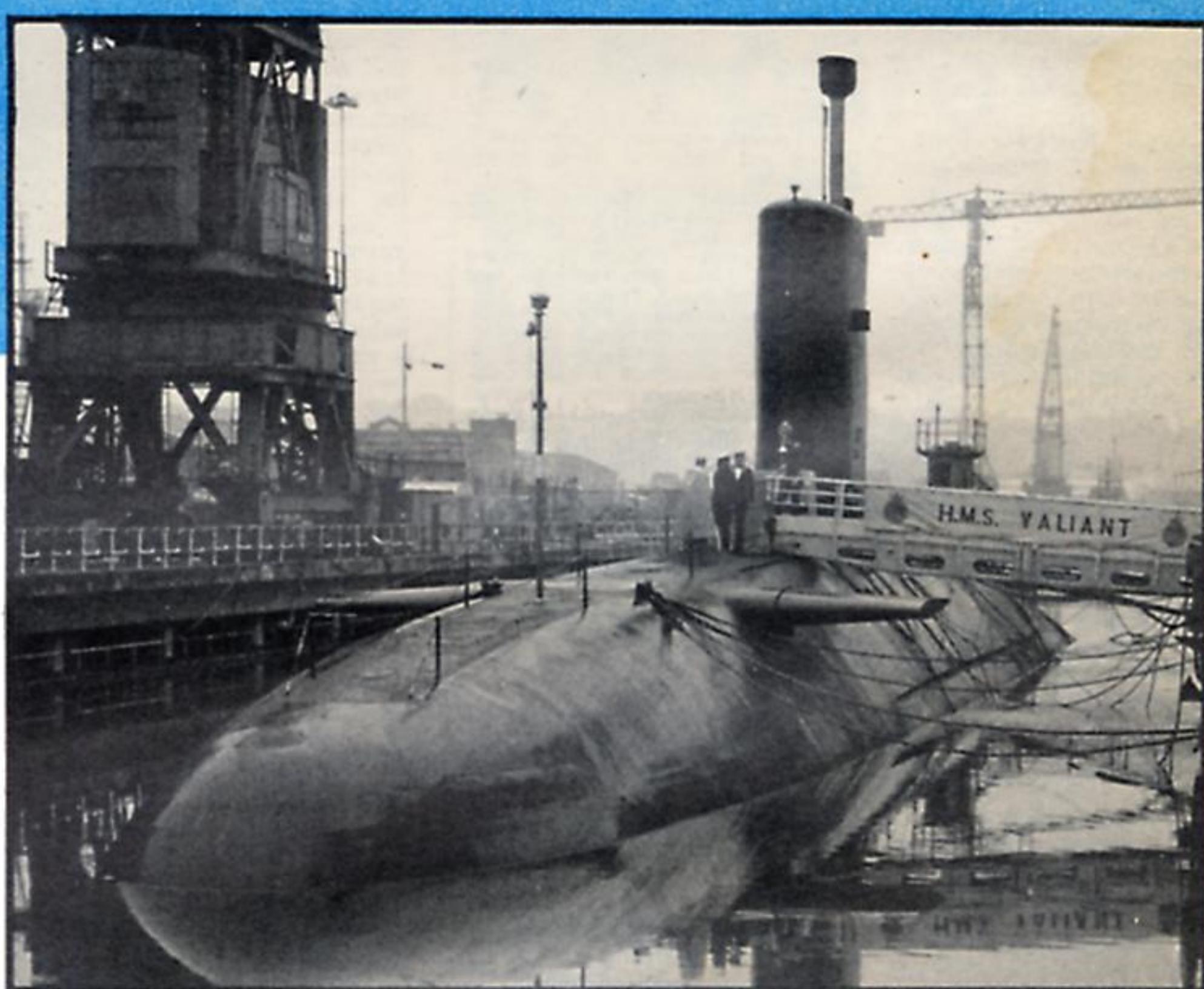
pre-recorded, including two songs by singer Lyn Paul.

The programme highlighted the living conditions on board H.M.S. Dreadnought and explained her hunter-attack role.

H.M. submarine Dreadnought making a fast run during filming off the Isle of Arran

Picture: LA(Phot) Nigel Gordon

A Valiant come-back!



H.M.S. Valiant afloat again at Chatham

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Rededication of the nuclear fleet submarine H.M.S. Valiant marked the end of a two-year major refit of the boat in the nuclear complex at Chatham Naval Base.

Guest of honour at the service on February 16 was Lady Thorneycroft, who launched the Valiant at Barrow-in-Furness in 1963. Also attending were the Flag Officer Submarines, Rear-Admiral R. R. Squires, and the Flag Officer Medway, Rear-Admiral Charles Williams.

H.M.S. Valiant, under the command of Cdr. Bill Organ, is capable of speeds in excess of 25 knots and is the seventh fleet submarine to be refitted at Chatham. The work on nuclear boats there has been described as "the most complex engineering project probably produced by man."

More than 1,000 men and women have been involved with perhaps as many as 300 employed on board at one time. Fifty thousand separate work items were involved in the refit — and 500,000 components had to be changed or checked.

● Right: Like a vividly-painted model ship in a kaleidoscope image of deep blue and white, this aerial picture of H.M.S. Endurance taken during her Antarctic ice patrol seems hardly real. But it is representative of the many breath-taking scenes enjoyed by the ship's company of the Royal Navy's red-hulled ambassador to this bleak region of the world.

COLD SNAP



**Let's
have
an
ice
smile!**



FAMILIES VISIT BULWARK

More than 240 wives and children of sailors in HMS Bulwark took the opportunity to visit Florida while the ship was undergoing a five-week contractor-assisted maintenance period at Mayport.

The Bulwark's tour organisation — Bishvista International — ran trips for members of the ship's company whose

families had not joined them, 340 visiting Disney World and more than 100 visiting Cape Canaveral during a satellite launch.

During their last week-end in Florida, 20 sailors spent two days at River Ranch Resort, where they were able to view and take part in cowboy activities.

While the carrier was undergoing maintenance, the embarked squadrons — 814, 826, plus two Wessex of 846 — were deployed to the huge American naval air station at Jacksonville.

Meanwhile, Capt. G. M. K. Brewer left the ship as her commanding officer. Capt. Brewer, who is being promoted to Rear-Admiral, was succeeded in command by Capt. P. J. Symons.

LA(Phot) Paul Gibson apparently picked a spot right in the middle of nowhere for this photographic study (left) of four members of H.M.S. Endurance's Seamen Department.

But, as the resulting picture (below left) shows, they weren't entirely alone in the bleak wastes of Antarctica. The survey ship had anchored to the ice floe overnight and AB Jonah Jones, LPT Vince Moore, AB Spike Hughes and AB Gordon Milton had gone "ashore" to retrieve the anchor. They had to abandon a plan to play hockey when they found they were skating on thin ice!

The black-and-white (well, mostly white) picture was taken by LA Phil Pye.

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NAAFI REPORT

Credit sales rising fast

A decline in sales to families, the growing significance of sales to ratings and a surge in budget and instalment credit sales are among the principal elements of Naafi's recent trading with the Navy.

Reporting on the 1978-79 year to the 122nd meeting of the Headquarters Naval Canteen Committee in February, Mr. R. H. Vardon (manager of the Naval Canteen Service) said that ratings' sales, always the most significant element of NCS trading, was becoming even more so, while sales to families were becoming less influential. Budget and instalment credit trading —

though the smallest sector — was the fastest growing.

Mr. Vardon said that in the year ended April, 1979 customers had less to spend in real terms — a reflection on Service pay at that time — and the total number of potential customers had reduced. There was a continued drift from married quarters to private dwellings remote from families shops.

Inflation

"With fewer and less well-off customers, it is hardly surprising that sales during the year were anything but buoyant."

Total sales increased by only £810,000 from £18,526,000 to £19,336,000 — an increase of 4.4 per cent, which was less than the rate of inflation. The increase was obtained almost entirely ashore — the reverse of the

previous year when three-quarters of the total increase was due to improvement in trading in H.M. ships. With fewer ships and smaller complements this was to be expected.

During the year £737,000 was distributed in the form of rebate, discount and dividend — £515,000 related to Home Shore trading and £222,000 to trading in H.M. ships. The distribution was £83,000 more than the previous year.

The Navy's share of extra rebate was £104,000, compared with £115,000 the previous year.

Mr. Vardon said that ashore, the 11 N.C.S. families shops, failed to show an overall trading profit in the face of rising costs and lower sales. But clubs did better, their sales being influenced by the continued high standard of entertainment organised by club committees,

to participate in instant lotteries with tickets, probably at 25p each, on sale in Naafi clubs and shops in the South of England, including those of the Naval Canteen Service at Plymouth, Portland, Portsmouth and Chatham.

Proceeds would go to SSAFA and top prize was likely to be about £1,000. Initially the scheme would be experimental.

On gaming machines and the planned instant lotteries, the question posed was, "Are

we in danger of offering too many outlets on which the sailor can squander his money?"

Another opinion was that 10p was too much for a ticket, but for Naafi it was stated that 25p was a typical figure for the lotteries now run by towns.

However, it could be that the day of the instant lotteries was over and they did not know if it would be successful. It was experimental.

Your rebate is safe . . .

After it had been reported that discount and dividend was being reduced from 5 p.c. to 4 p.c. from February 3, 1980, a questioner asked Naafi for an assurance that rebate was not "vulnerable."

Mr. Vardon said he knew of no plans affecting rebate. The meeting was told that the decision on discount and dividend had been taken to "safeguard the financial health of the business in these difficult times."

Shop closures

One representative, referring to the fact that families shops were failing to show a profit, asked at what stage Naafi would close a shop.

Mr. Vardon said Naafi would ask the naval authorities if there was a welfare need and, if they decided there was, the shop would continue. There was a limit to the number of shops which could be loss-making, although Naafi were world wide and could stand a number of these. But the decision was really a Service matter.

Cold drinks

It was likely that the increase in instalment credit and budget account trading would exceed last year's 23.8 per cent increase.

Regrettably the cold drink vending machine model, selected after experiments in four ships, had not achieved the required level of serviceability in the 25 ships to which it had been supplied.

Modification

It had now been decided to experiment with a modification of a machine with which they had considerable experience ashore and which sold hot and cold drinks.

In his report on club deve-

lopment, Mr. Vardon said that construction of the Social Club at R.N. Hospital Haslar was virtually complete. Work in building a new club in H.M.S. Collingwood continues, as does Phase II of the redevelopment of the Lions Club, H.M.S. Cochrane.

Detailed design work had started for new clubs planned for H.M.S. Sultan, H.M.S. Heron and R.M. Eastney, and for the enlargement and modernisation of the club in H.M.S. Dryad.

The possibility of introducing a credit card scheme, which initially would replace the N.C.S. budget account scheme,

had been reported, but for a number of reasons, including the dramatic increase in minimum lending rate, a decision had been postponed.

Answering a question on policy concerning hairdressing, Mr. Vardon said that at present Naafi had no barbers at sea. Ashore they were down to four or five locations and even these were losing money. He did not think it was the right business for Naafi to be in.

The meeting accepted a proposal that the Q.A.R.N.N.S. should in future be regarded as a separate entity for the purpose of the committee.

WAITING FOR THE BUILD-UP

Fleet and Corps representatives presented their annual reports to the Headquarters Naval Canteen Committee meeting, at which Rear-Admiral Edward Anson (Flag Officer Naval Air Command) presided.

Points from the reports included:

FMAA D. Muckley (Naval Home Command) — "Many of the clubs are now looking really splendid and, although some are awaiting a re-build, with money as tight as it is we must accept that there will be some delays in this area."

"I would like to mention the increasing expertise of club chairmen. We have at present quite a number of senior rates in these positions who have been accepted for extended service."

"My impression of the service provided in establishments and shops is that it is generally satisfactory, but in some cases the service does suffer due to staff shortages."

Far East success

CMEMN C. G. Hart (Ships and Overseas) said last year's deployment to the Far East recorded many successes for N.C.S., especially the back-up ships received from R.F.A.s and the shop set up for the use of ships in Singapore.

He welcomed the range of items now supplied to ships, including durables, flavoured milk, pop noodles and other new lines, but said difficulties were found in squeezing all this into the small ships' canteens. Perhaps more display cabinets and more advice for young managers, plus "a little more planning and forethought with new construction would help this problem."

Referring to facilities for sailors at Portsmouth dockyard he said "Are we, the Navy, getting our priorities right? The service is excellent but the buildings belong in the 'Twenties, and this for the men who serve at the coalface of the Service."

(Tribute was also later paid on behalf of Fleet to the facilities provided by Naafi in Singapore, including the shop and the refreshment kiosk used by members of the ships' companies and of FMUs.

This type of facility was welcomed by the Navy where there was a concentration of ships.)

PO M. J. Bone (Naval Air Command) spoke of the comprehensive service provided by Naafi to the sailor, "not just in visible goods over the counter or bar, but in the vast back-up of invisible services. I was surprised at the extent and depth of these services."

He said that enthusiasm for clubs remained high, with a great deal of talk about new clubs planned or modernisation of existing clubs.

The Lion Club at H.M.S. Cochrane had been completed and was a great success, and excavations had begun at Prestwick to house the new Sea King Club. Work should begin shortly at H.M.S. Heron on the new club.

C/SGT G. A. Hart (Royal Marines) said that during their term in Northern Ireland 40 Commando had been looked after excellently by Naafi Home Service (North). Meanwhile, many people had been busy getting the Naafi at Seaton redecorated for their return.

He said that when the bigger Services shop opened, Lympstone would have one of the finest Naafi complexes in the Services.

Price of tights

Chief Wren P. Prior (W.R.N.S.) spoke of her visits to H.M.S. President, H.M.S. Drake, CTCRM Lympstone and H.M.S. Dauntless and said she had also been in contact with other establishments.

The main and recurrent female "drip" had been the price of tights.

From the meeting came the crack that not helping much, perhaps, was a proliferation of signs in some places reading: "Ban Tights. Happiness is a Wren in black stockings!"

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A PAGE FOR

Building friendships

Brick building was one of the tasks during a flying visit to Portland naval base by Admiral Sir Richard Clayton (Commander-in-Chief Naval Home Command).

At the Naval Families Amenity Centre, Wyke Regis, he talked to wives and children and then took part in an intense game of brick-building.

Taking part, too, were (from the left), Dean Shepherd, Gary Broughton (intrigued by the activities of the cameraman), Mrs. Denise O'Malley and Roy Hackett.

During his Portland visit the Admiral was briefed on the task and future development of the establishment, and among the places he visited was H.M.S. Osprey's Petty Officers' Mess.



FAMILIES

Chatham quarters go on the market

More than 50 naval married quarters no longer needed at Chatham are being placed for sale on the open market.

The quarters are in Kellaway Road at Dargets Wood, and include 36 Type C (three bedroomed semi-detached) houses which are 25 years old and described as in fair condition, with medium-sized gardens but no garages.

The houses are for sale by private treaty, and offers of more than £18,000 are invited.

Sixteen Type B (two-bedroomed) flats are expected to be sold by public auction this summer in four blocks of four.

For details of the houses, and to make offers, you should contact the following agents: Victor

Young, 46, High Street, Rochester; Furlong, 77, High Street, Chatham; or Walter and Randall, 18, New Road, Chatham.

Estate sold

An estate of 82 naval married quarters at Hooe, Plymouth, known for their distinctive white brick has been sold by auction to a development company for £550,000.

After work has been carried out on the estate, the properties — built as quarters in 1968 — will be sold to individual buyers.

To let—or not to let?

... THAT IS THE AGONIZING QUESTION

When a Serviceman husband goes on draft, the advantages of moving the family and letting the house, weighed against the disadvantages and the snags which could arise, sets an agonising balance considered regularly and carefully by countless families during the course of a naval career.

Something which has incensed one Portsmouth area wife on the family's return to their home after a letting was the conditions they found there. And she comes up with a couple of suggestions.

This is what she wrote:

"As more and more Servicemen buy their own houses, the problem of having to let the house when drafted elsewhere is surely a growing one."

"Having ourselves paid a so-called reputable estate agent, who specialises in house management,

a great deal of commission, we recently returned to find our home in the most appalling condition.

"While tenants have been dirty and abused the premises, the estate agents have clearly failed to manage the property and on our return were obstructive and difficult in sorting out the mess.

"Now that the protection of letting as a hiring is no longer available, and as the MOD is so experienced in its musters and assessing dilapidation charges for married quarters, perhaps consideration should be given to them offering professional advice or possibly forming a department which on request could inspect properties being vacated and again on being re-occupied.

"Estate agents who were found to be neglecting their duties could then be blacklisted," the correspondent concludes.

"Well, the likelihood of MOD being willing or able to set up a section to oversee private agreements in this way is understood to be remote. Whether 'blacklists' could be compiled or legally used is another matter. Perhaps it might be more ethical to have local lists of agents who were recommended — which would be a nicer way of achieving the same result.

Deposit

In the case of reputable agents, letting agreements are pretty specific, we are told. Agents take reasonable care to obtain reputable tenants and the agreement specifies rent and other obligations.

These days there is usually a returnable deposit of at least £100. Often the figure is the equivalent of a month's rent, so if the month's rent is £150, the tenant would have to pay £150, plus £150, on going in.

An inventory is prepared by the agent and sent to the tenant for his agreement. Sometimes agents visit the premises during the tenancy and the final inspection may take place in the presence of the owner.

If the tenant disagrees with the agent's assessment of damages or losses, negotiations can, of course, follow. But if the owner disagrees substantially with his own agent's

assessment, he is unlikely to find the agent willing to press on in the case, certainly to the extent of legal action. And the real question is, would it all be worth it?

While this is going on, the agent is probably still holding the tenant's original deposit, which at least provides an incentive for the tenant to reach agreement as soon as possible with a view to return of the balance to him.

Cleanliness

The question of cleanliness is not always an easy one, either. One family's cleanliness can be another's grubbiness. "What is more," one agent told us, "families away for, say, two years can sometimes acquire an enhanced view of their homes and not make

allowances for wear-and-tear during two years in which no decoration has been done — and has not needed to be under the agreement."

At some stage in the proceedings you could well find yourself in an area calling for diplomacy and compromise. If, after every effort, the owner still feels dissatisfied, the question has to be faced, is it worth pressing on or settling?

Families can certainly start by taking care to find an established agent experienced in the letting business and by checking the agreement carefully. There is also a SAFAB Fact Sheet entitled "To let or not to let" giving advice — mainly on the financial aspects of letting. Queries can be directed to local SAFABs and, of course, legal advice can be sought.

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SOUTHWICK PARK FEES PEGGED

"Although inflation has been pushing up the price of practically everything, we're maintaining fees at last year's levels," says Southwick Park Naval Recreation Centre.

Centre membership is £5 for a whole Service family; golf membership £50 for a Serviceman and £75 for a Service couple. Retired Service personnel and MOD civilians can also join.

Visiting ships are not forgotten, centre member-

ship costing 30p a day and a golf round £2.50 weekdays and £3 weekends or holidays. Group rates can be arranged through ships.

Centre membership allows use of clubhouse and bar, picnic areas, adventure playground, and H.M.S. Dryad's tennis courts and swimming pool. Details can be obtained from the centre manager at H.M.S. Dryad (Telephone: Cosham 80131).

PUB-NIGHT BOOST FOR OLD WARRIOR

Britain's first armoured battleship, H.M.S. Warrior (right) has been getting a little help from her friends.

Work on restoring the 120-year-old hulk has been aided by senior rates at H.M.S. Warrior — the H.Q. Commander-in-Chief Fleet at Northwood — whose "pub night" raised £138 for the Warrior Restoration Fund.

Meanwhile, in Hartlepool, where the five-year task of rebuilding the ship began in September, a Friends of H.M.S. Warrior organization was being set up to help with the work in every way possible.

Now the group is planning to recruit members in Portsmouth, where the ship will be berthed when the Maritime Trust's reconstruction project is completed.

GUN REPLICAS

The Warrior was towed to Hartlepool after undergoing stability trials at Pembroke Dock, not far from Milford Haven, where she had been used as an oil pipeline jetty.

The restoration is expected to cost between £4m. and £8m. and will provide up to 100 jobs in Hartlepool. The finished ship will carry replicas of the 26 muzzle-loading and 14 breach-loading guns with which she was armed when commissioned in 1861.

Anyone wishing to join the Friends organisation should write to the chairman, Mr. Colin Doran, at Hartlepool College of Further Education, Stockton Street, Hartlepool.

MORE RESTORATION

• Moves to restore two more naval vessels from the past are being made in the Portsmouth area.

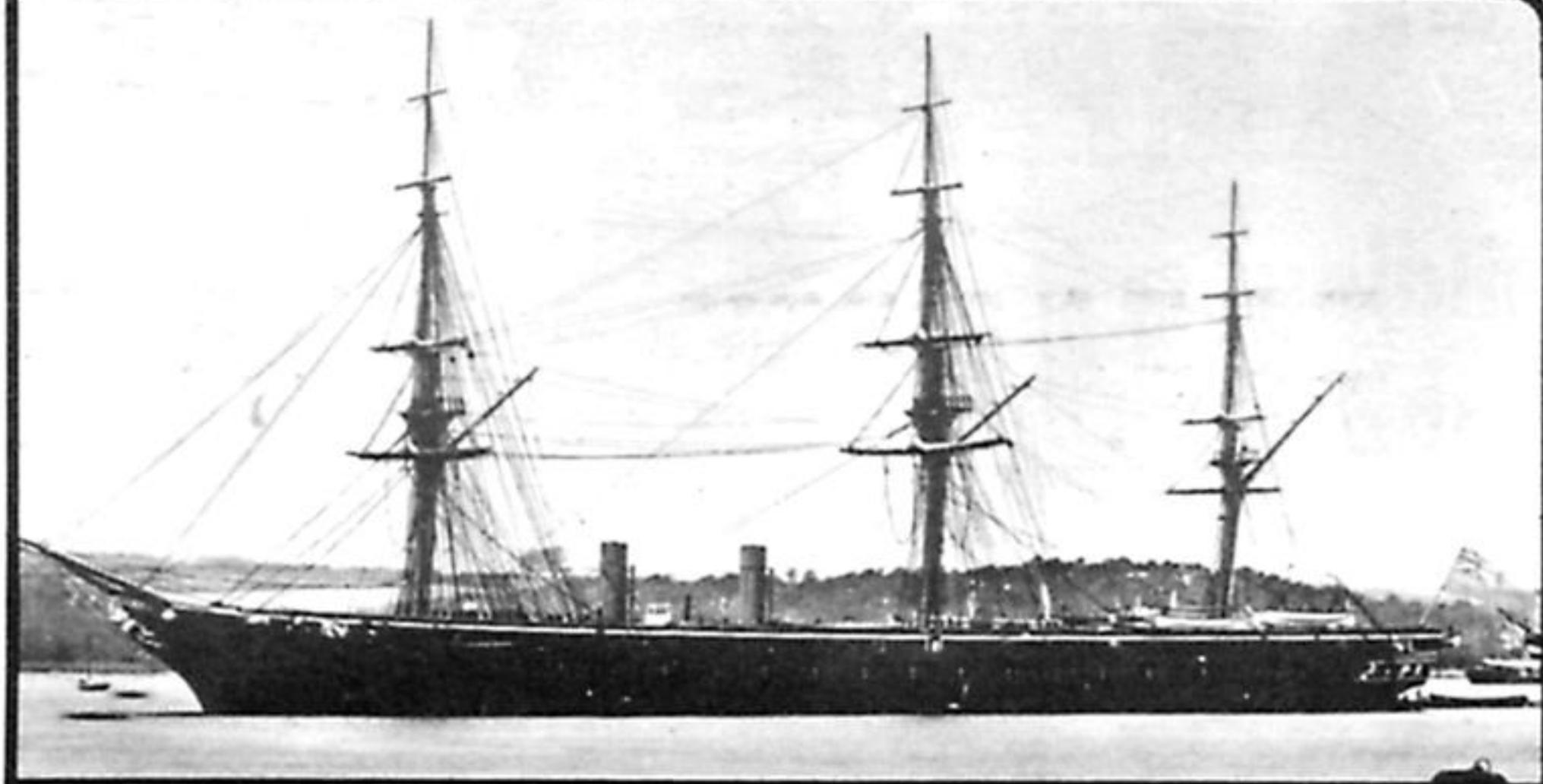
Members of the recently-formed Gannet (1878) Society have started work on the 100-year-old sloop H.M.S. Gannet, a floating hulk in Portsmouth Harbour. Meanwhile, Portsmouth Coastal Forces Veterans Association are hoping to rescue the Second World War motor gunboat MGB 55, rotting in Portchester Creek.

The Association can carry out repairs with the

help of local Sea Cadets, but is appealing for financial aid for the boat to be slipped.

The Gannet Society also needs help — volunteers who are prepared to lend a hand in removing an unsightly drill shed from the sloop as the first stage in their project. It is hoped that the gannet, owned by the Maritime Trust, will be restored to her Victorian splendour.

Picture: Imperial War Museum



HELPING HANDS

Manadon run aids Cambodia

A 26-hour relay run to London by 11 students and a member of staff of the Royal Naval Engineering College, Manadon is expected to raise over £1,500 for the T.E.A.R. Fund — a Christian charity which recently sent a team of six doctors and nurses to Cambodia.

Taking it in turns to run four or five-mile stints, the team stopped at Totnes, Newton Abbot, Honiton and Yeovil, where permission was granted to raise money. Local businesses and two pubs close to the college also sponsored the run.

* * *

The crew of the submarine H.M.S. Churchill established a very personal relationship with 13-year-old Kent Keurbis, a patient at the children's hospital in San Diego.

During the Churchill's visit to the port, the crew donated 48 pints of blood in Kent's name as a "thank-you" to the people of San Diego for their hospitality.

Several of Kent's "blood brothers" also visited him in hospital and checked his progress before the Churchill sailed for Faslane on completion of American trials.

Volunteers from H.M.S. Hermes had a similar idea in the Caribbean when they contributed 116 pints of blood to Trinidad's Blood Bank.

* * *

The FCPOs and CPOs Mess at H.M.S. Osprey raised £300 to buy special sports equipment for the Earlybirds charity at Dorchester. A crash mat, bowls and basket balls were among the items presented by FCPO Fred Waters and CPOs Reg Whitear and Peter Why to Maiden Castle School for handicapped children.

Since adopting the Earlybirds charity in 1976, the FCPOs and CPOs Mess has donated £1,786 to the Dorchester school.

* * *

Foreign coins amounting to £30.33 amassed during H.M.S. Jupiter's recent visit to the West Indies will help buy riding equipment for the School for Blind Children at Rushton Hall, near Kettering, who have recently acquired a pony.

* * *

In a sponsored diet to fight flab, ABs J. F. Adam and R. O'Connor of H.M.S. Hydra lost 30lb. in eight weeks. Their efforts earned £75 for charity.

* * *

Seven members of the Captain's House staff, Britannia Royal Naval College, Dartmouth, walked from the Floating Bridge pub to Alexander House Children's Home at St Budeaux — a distance of 35 miles — in 12 hours.

The walk, organised by PO Joe Hepplewhite and witnessed en route by proprietors of



SEA-DOG!

Despite the enthusiasm of his fans, this "nautical" guide dog kept his dignity when he and his blind owner Mr. Hayden Thomas (centre), visited H.M.S. Ajax, where they were presented with a £500 cheque to buy and train a guide dog to be named Ajax.

Nearly half the money was raised by a sponsored run from Portsmouth to Plymouth by seven members of the ship's company, the balance being met by various fund-raising activities held on board when the Ajax deployed in the Mediterranean.

Mr. Thomas is responsible for the collection of donations to the Guide Dogs for the Blind Association in South-West England.

other public houses who provided liquid refreshment, raised £430 for Alexander House.

* * *

Carnaby's Night Club in Yeovil organised a seven-day non-stop disco to help provide money for a swimming pool for Fiveways School for mentally handicapped children in Yeovil. The disco equipment was masterminded by LEM(AW)

Steve Eldred, EMA Ian McColl and NAM Tony Harper of R.N. air station Yeovilton.

* * *

The sponsored rowing race on the Thames by a team from the Royal Naval Provost H.Q. in London and a team from a local pub surpassed expectations by raising £400 for Great Ormond Street Hospital.

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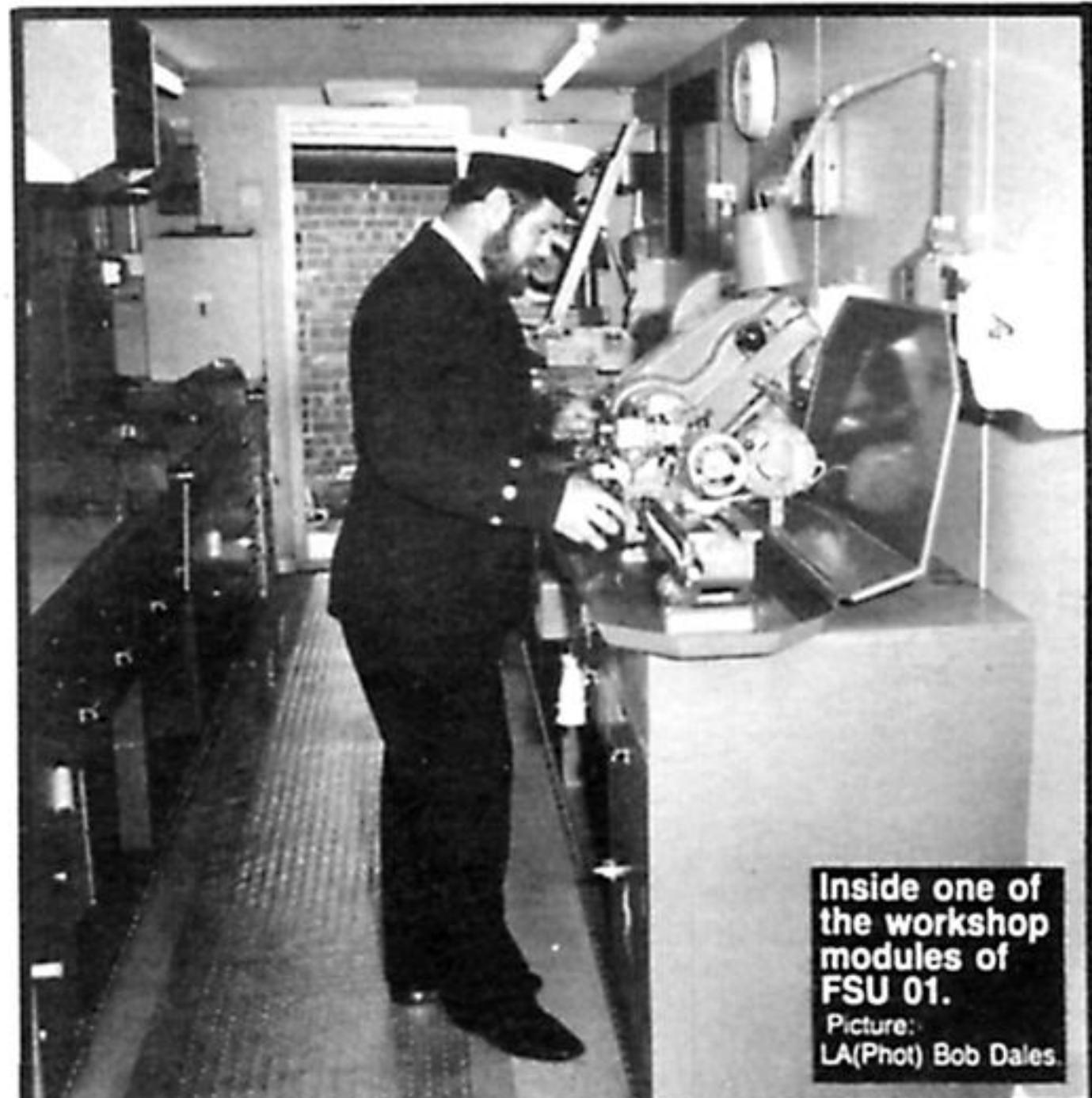
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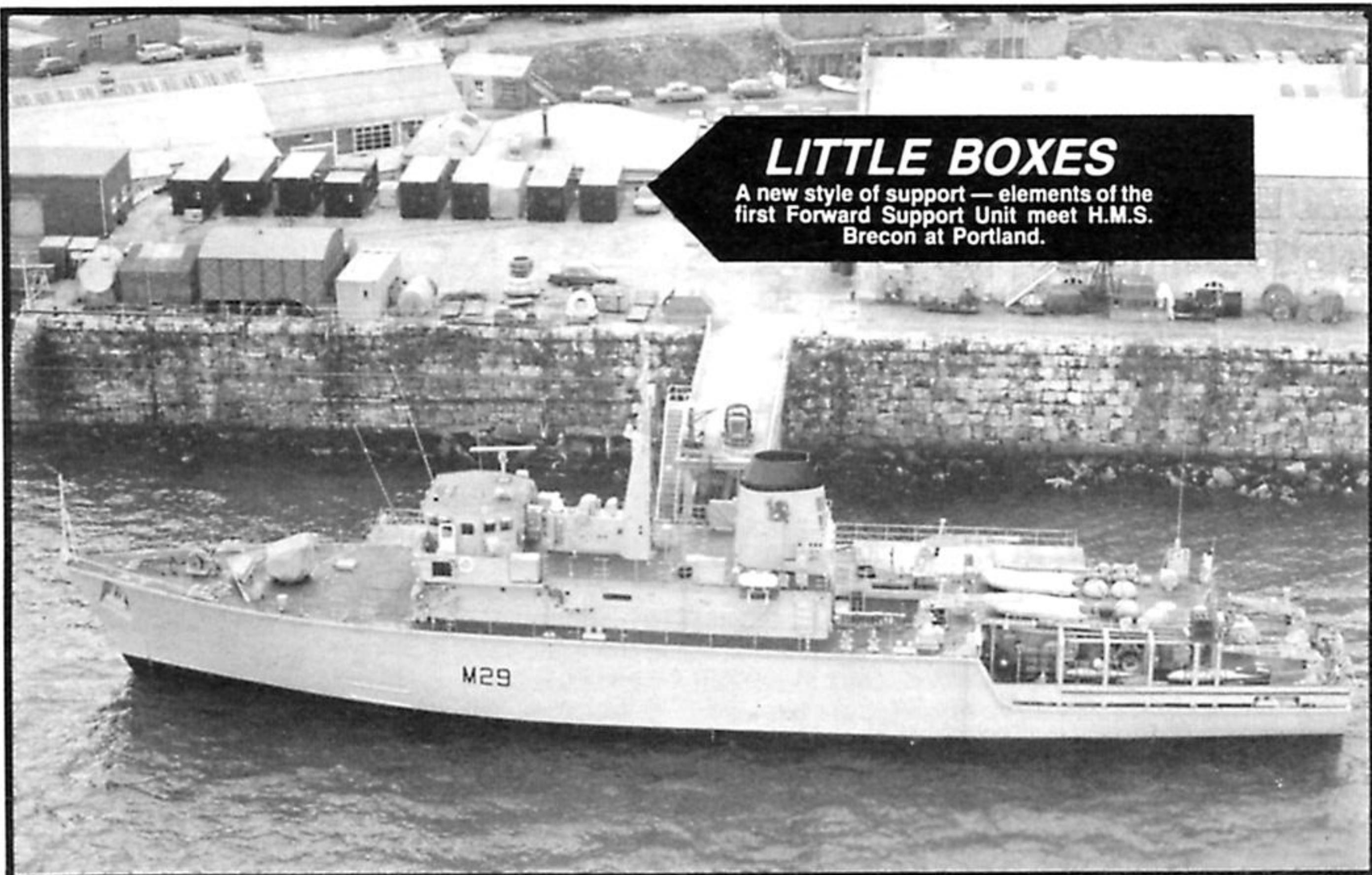
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FLYING SQUAD JOINS THE HUNT



Inside one of the workshop modules of FSU 01.
Picture: LA(Phot) Bob Dales.



LITTLE BOXES

A new style of support — elements of the first Forward Support Unit meet H.M.S. Brecon at Portland.

A flying squad of maintenance men and equipment is operating a new concept in support for the Navy's mine countermeasures vessels.

Instead of ships having to return to base for maintenance, facilities housed in 16 portable cabins can reach them at remote forward sites at short notice — and be fully operational within hours.

The first and prototype Forward Support Unit, FSU 01, has

been "on the road" with its 48 ratings and one officer for almost a year and has been providing trials support for the new Hunt-class vessel H.M.S. Brecon.

The equipment-packed, 20ft. cabins — known as modules — are complemented by four 32-ton tractors and 40ft. flatbed semi-trailers, fuel and water bowsers, a mobile crane, a fork-lift truck, a Land-Rover and a minibus.

Each module performs a specific function. There are workshops, administration offices,

stores, a communications centre and domestic accommodation including a galley, dining hall, heads and showers.

Birth of the idea came with the planning of the Hunt-class MCMs whose weight, size and magnetic signature were reduced by minimising on-board maintenance personnel, stores and test equipment.

The FSUs will not fill that support gap but will free the vessels from having to return to base for all but the most major

defects, so cutting down time lost on task through equipment failure.

FSU 01 also has the built-in capability to support the older Ton-class vessels, and since dedication on March 15 last year — a ceremony complete with dedication cake — it has been deployed in support of the major MCM exercises Centex and Highland Fling.

Capable of being transported by road, rail, sea or air, the unit may deploy abroad later this year.

OLE, TOREADOR!

R.M.A.S. Toreador, the last in a series of four torpedo recovery vessels ordered for the Royal Navy, was launched at the Aberdeen shipyard of Hall, Russell and Co. Ltd. last month.

To the rescue . . . of 385 people and one cow



Not to be forgotten in any Search and Rescue team are the supporting cast from many departments who help to make the whole enterprise work successfully. This picture shows one of the three SAR teams of 771 Squadron with their Coastguard liaison officer and their aircraft.

The Royal Navy's Search and Rescue helicopters assisted 385 people in the course of well over 400 sorties last year.

Although call-outs totalled 388, the number of actual mercy flights was far higher, as one call-out can involve many sorties. At R.N. air station Culdrose, for instance, the Wessex 5 helicopters of 771 Squadron made 27 sorties during the Fastnet call-out, while the Sea Kings of 706 Squadron made 25 flights on the mission.

The Wessex squadron assisted 121 people during the year and recovered 13 bodies, the Sea Kings helping 91 people and recovering ten bodies. Added to those figures was one cow, lifted to safety by 771 Squadron.

Aeolian Sky

Helicopters flying from H.M.S. Daedalus, Lee-on-Solent, answered 161 call-outs, assisted 95 people and recovered nine bodies. Among the sorties were 16 to rescue the crew of the sinking freighter Aeolian Sky, one to free a farmer trapped under his tractor and one to help a parachutist caught in a tree.

At Portland there were 30 call-outs, nine people helped and two bodies recovered. Thirty-eight call-outs were answered from H.M.S. Gannet, Prestwick; 46 people were assisted and one body recovered.

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GET WISE ON DCI's

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

Seamanship pep-up for the Fleet

Seamanship expertise in the Fleet is to get a stiffening by the re-introduction of the seaman specialist at petty officer level and above, but at the lower rates training demands are being eased to improve skills in modern weaponry.

The formation of the new Seaman sub-branch is announced in an Admiralty statement revising Operations Branch rules for advancement and explaining measures to ensure the safeguarding of seamanship standards in the branch.

A close look at the seamanship standards required in the Fleet has followed the recognition that the seaman group of the Operations Branch are facing increased demands on training and experience in warfare skills.

It has therefore been decided that more time is needed by all ratings to train and exercise their warfare skills with modern weapon systems.

To help in this requirement,

the seamanship task books and provisional examinations in seamanship will no longer be needed for advancement to acting leading seaman or acting petty officer.

Nucleus

However, in defining priorities at this level in favour of promoting the fighting skills, the statement goes on to emphasise the continuing need in the Fleet for a nucleus of ratings with deep knowledge of seamanship, and says that it intended therefore to re-introduce the seaman specialist at the petty officer level and above.

The accent on seamanship in the Fleet will also be improved by the addition of a new chief petty officer or petty officer billet

to the complements of frigates as chief boatswain's mate.

In time, this billet, as well as existing chief boatswain's mate billets in ships of destroyer size and above, will be filled by ratings of the new Seaman sub-branch.

Existing arrangements in other ships will remain unchanged.

Provision is made for sideways entry into the new Seaman sub-branch. A rating may request to transfer after two years' sea service since either completing the professional qualifying course for petty officer or being rated acting petty officer (whichever is the later). Selection boards will follow.

The Admiralty statement sets out various interim measures until the new sub-branch attains



stability, mentioning that "it is expected that the sea-shore rate will compare equally with other sub-branches of the Seaman Group."

After transfer for the Seaman sub-branch a senior rate will discard his previous warfare specialist badge and display a badge indicating his new skill, but the design has not yet been decided.

DCI (RN) 35

Integration

Final integration of the Radio Operator (Warfare) and Sea (Electronic Warfare) sub-branches of the Operations Branch took place on March 1, and an official announcement details the transfer arrangements.

This follows the notification of a reduction in the seamanship required for advancement for Seaman Group ratings of the Operations Branch.

Ratings of the Sea(EW) sub-branch, in common with other Seaman Group ratings, will no longer be required to complete task books and take provisional examinations in seamanship for advancement to acting leading rate and acting petty officer rate.

Unification

The fact that advancement will now be dependent solely on warfare skills removes the barrier which has hitherto existed between the RO(W) and the Sea(EW), and allows unification of the EW sub-branch to be implemented.

To reinforce the concept of a unified sub-branch, a new Electronic Warfare badge has been designed and is in course of issue. The badge is to be worn by both Sea(WE) and RO(W) ratings.

Although warfare skills have priority in areas specified, some seamanship training will continue to be included in professional qualifying courses.

DCI (RN) 67

New badges

New badges for ratings in the Electronic Warfare sub-branch of the Operations Branch incorporate a basic device of "crossed lightning flashes superimposed upon two atomic eclipses." The design replaces that previously shared with Radar sub-branch ratings.

DCI (RN) 38

Nuclear care reminder

The Secretary of State for Defence has recently emphasized the need for everyone concerned to give constant and detailed attention to all aspects of nuclear and radiological safety.

A Ministry of Defence announcement underlines the warning, saying that high standards should be maintained not only in the nuclear weapon and naval nuclear propulsion areas, but also in all parts of the department where the use of radioactive materials and ionizing radiations is a relatively small activity.

DCI (RN) J 55

Transfer

Intending applicants for source branch transfer to the Medical Technician Structure should ask the Royal Naval Medical Staff School at R.N. Hospital, Haslar, for the detailed educational requirements appropriate to the speciality of interest. Current books of reference are out-of-date, due to delays in reissue.

DCI (RN) 781

Amended

The award of the Meritorious Service Medal was reintroduced recently into the Royal Navy. Some rules have now been amended in the light of experience gained through reviews for the 1977 and 1978 awards.

DCI (RN) 767

Re-course

The Forces Correspondence Course Scheme is to have new administrative and financial arrangements, the intention being to simplify and rationalise the current method of operation.

DCI (RN) J792

New gloves

New tri-service pattern gloves are being introduced to replace current woollen gloves, on a wastage basis. They will be similar in appearance, but are claimed to be harder wearing and less prone to shrinkage.

DCI (RN) 784

Close-down

Transmissions have ceased from the Royal Naval Wireless Transmitter Station at New Waltham, and it will close from March 31, 1980.

DCI (RN) 46

Set your sights on safety

Of all aspects of safety at work, that concerning the protection of the eyes is one of the most important.

The 1974 Act of Parliament defined the responsibilities of employers, and the Navy Department range of eye protection has now been reviewed.

Although the selection of the most suitable forms of eye protection lies with the officer or line management in control of work being undertaken, all engaged in such tasks should be alert to the hazards which demand the use of such items as goggles and protective screens.

A point which must never be forgotten is that a spectator or bystander not involved in a particular job may nevertheless be in a position of high risk unless preventative measures are taken.

An official Admiralty announcement sets out in detail the processes which call for care, and the rules which are to be followed.

DCI (RN) 47



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ES 'mark-time' concession

Ratings and Royal Marines other ranks who continue in service in a lower rating or rank under the Extended Service Scheme may in future retain, for a maximum period of two years, the rate of basic pay in issue to them on the day prior to taking up duty on extended service if that is more favourable than the rate appropriate to the rating or rank in which they are being retained.

This provision will also apply to R.N. and R.M. technicians who continue in service as careers advisors.

Rates of pay so determined will not be subject to any increase following a general pay review.

Where, after two years, the rate of pay which has been in issue has not been overtaken by the substantive rate applicable to the rank, rating or category in which a man has been retained, his pay will be reduced to any appropriate lower level.

It should be understood, however, that this "mark time" concession does not apply to any rates of special service pay or additional pay to which a man

may have been eligible during his previous service.

In general these forms of pay cease from the date of taking up duty on extended service or on transfer to the Careers Advisory Service, as will any entitlement to high allowances directly related to the previous rating.

Sailors considering re-employment under the Extended Service Scheme should be aware of the latest amendment to the regulations. The changes relate to the length of engagements.

DCI (RN) 8 and 34

Offshore regatta dates

The Royal Air Force is responsible for organising the 1980 Services Offshore Regatta, the dates being: June 11, race for the Princess Elizabeth Cup, starting from Cowes and finishing at Fort Gilkicker; June 12, Channel Race, starting from Fort Gilkicker and finishing at St Peter Port, Guernsey.

A shorter race will be run from Fort Gilkicker to St Peter Port concurrently with the main race.

Return races from St Peter Port to the Solent and West Country will start on June 14.

DCI (RN) J 59

Forming up

Following the implementation of Engineering Branch development in the Marine and Weapon Engineering sub-brances, job description forms (formerly trade certificates) have been prepared for the new rating categories. In addition, the opportunity has been taken to revise the job descriptions for those rating categories which will be continuing in the Service for some time to come.

DCI (RN) 61

Recognition

Agreement has been reached with the City and Guilds of London Institute for recognition of the standards achieved by ratings of the Survival Equipment Branch on advancement to leading airman.

The CGLI certificate provides a recognised qualification enabling holders to prove more readily to potential employers their competence as a survival equipment rating or instructor.

DCI (RN) 39

No change

Ratings advanced to acting petty officer after July 1 1977 will not after all require four years seniority for promotion to chief petty officer. A proposed change from the existing three years has now been found unnecessary.

DCI (RN) 69

Examination time for the medics

Changes are announced in advancement procedures, aimed at bringing Medical Branch senior ratings closely into line with other R.N. branches.

The new rules include the introduction of a provisional examination (PE) and a

professional qualifying examination (PQE) for chief petty officer medical assistant (CPOMA) and equivalent by January 1, 1984 (with interim arrangements).

At present there is no change in the advancement procedure for medical assistant to leading medical assistant, but it is intended to introduce a PE and PQC for LMA as soon as possible.

DCI (RN) 50

Certificate

As a result of negotiations with the City and Guilds of London Institute, approval has been granted for the award of City and Guilds Certificate titled "Basic Medical Services."

To be eligible for the award of the certificate, a rating must successfully complete Part 3 Medical Assistant training, pass the final examination for Medical Assistant, and attain the academic requirements of NAMET grade 5:5.

Retrospective

Amendments have been made to the Part 3 training from May, 1979, to incorporate the necessary requirements for the City and Guilds certificate. However, it has been agreed that the certificate may be awarded retrospectively to all medical assistants who began training after 17 March, 1975.

Medical assistants who began training before March, 1975, will be eligible to sit the examination as external students.

Although arrangements for recognition of the certificate by civilian authorities have yet to be



Gear change

An improved pattern tri-service heavy wool jersey is being introduced for wear by WRNS personnel, replacing the current pattern on a wastage basis.

Fleet chief Wrens are to wear embroidered blue-on-black shoulder badges. Until new shoulder badges are available for other ratings, chiefs are to wear the existing printed blue-on-white R.N. chiefs shoulder badges, and PO and leading Wrens are to wear arm badges of the pattern currently worn on blue uniform jackets.

DCI (RN) 69

paid to the dependents of 47 ratings and 11 officers.

Among rating membership, although the death rate was below the general average of one per 1,000, a very disturbing feature was the 23 of the 47 deaths reported were caused by road accidents.

Other Service deaths, not members of the funds, consisted of six ratings, one Royal Marine, one Wren, and three officers. Two of the officers were married, but all the others were single.

DEPENDANTS' FUND RISE

An increase from £1,000 to £1,200 has been decided by the Managing Trustees as the maximum grant payable through both the Royal Naval and Royal Marines Dependents' Fund, and the Officers Dependents' Fund.

Annual reports show that rating membership stands at 54,000, representing about 86 per cent. of all personnel eligible to join.

In the case of officers, total membership at 7,372 represents 74 per cent of eligible membership.

During the year, maximum grants were

DCI (RN) 64 and 64

Take-off date for R.N.R. Air Branch

Formation of the Royal Naval Reserve Air Branch, announced some months ago, is now the subject of a formal Admiralty announcement explaining the organisation and role of the branch.

Starting date is April 8, and it is intended to recruit up to 50 R.N.R. Air Branch officers by the end of the year.

The object of providing flying training for retired R.N. aircrew officers is to prepare them for service in selected rotary and fixed-wing squadrons in war and periods of tension.

Eligibility is defined as "all retired R.N. pilots and observers who were in receipt of full flying pay and who are not currently employed in a reserved occupation, and those already serving in the R.N.R."

Upper age limits will be applied to each applicant, but will vary depending on previous Service experience, length of time since the applicant last flew as Service aircrew and his medical standard in relation to age.

The mandatory retirement age will be 50 years.

DCI (RN) 48



What's a Swordfish?

Improvements to the Long Service Advance of Pay Schemes.

Main improvements were outlined in a Navy News front page story in December. The amended rules, running to six pages of small type, should be carefully studied by all intending to seek the benefit of the Advance of Pay Schemes.

DCI (RN) 761

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A small change in design has enabled us to make a few more Capstans from ARK ROYAL metal at £14.50 (p&p 50p) and the Pendant made from ARK ROYAL timber has been redesigned and is now available at £2.50 (p&p 20p). Keyrings are still £1.10 (p&p 10p).

An extended range of items bearing specially commissioned medallions cast in metal taken from H.M.S. ARK ROYAL and H.M.S. EAGLE are now available. The photograph shows 'ARK' items, the EAGLE items have a "Spread Eagle" medallion.

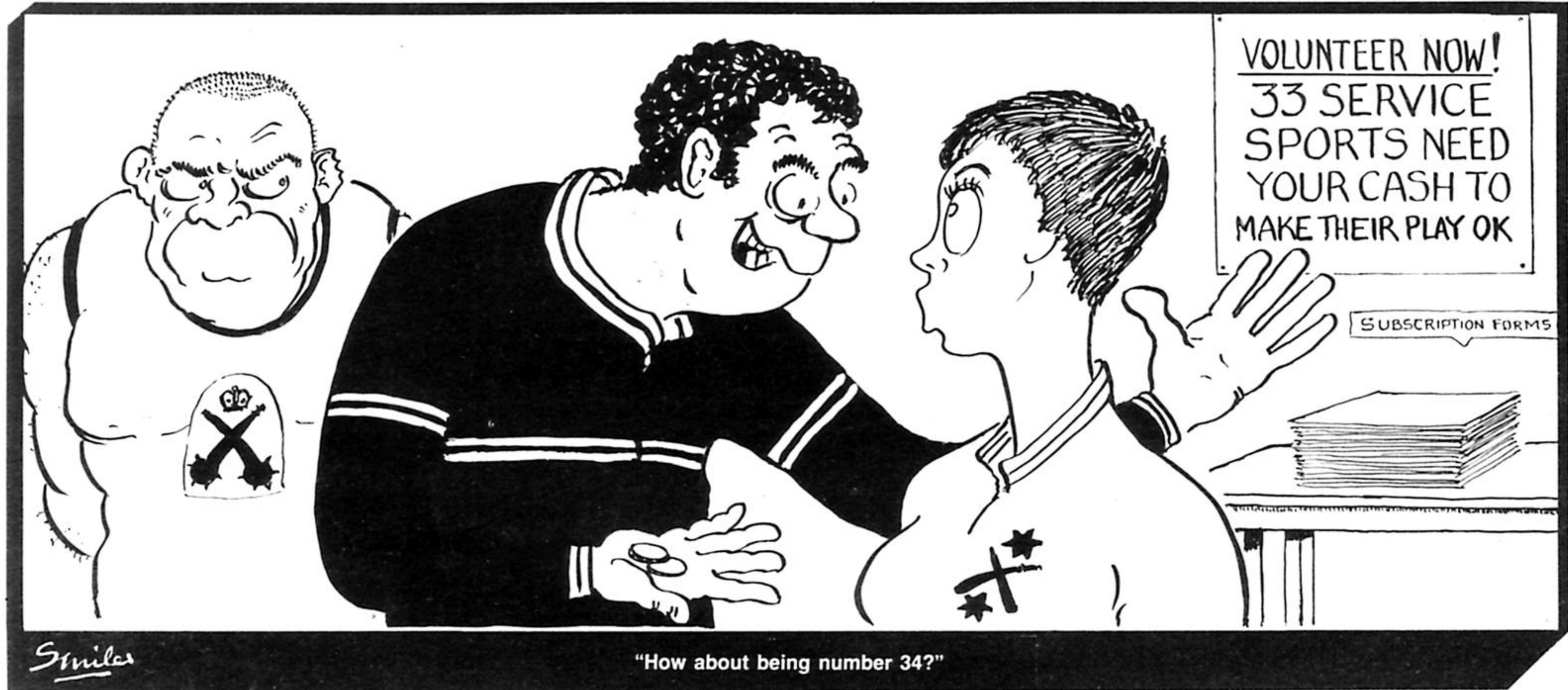


The now renowned Marine Artist Robert Taylor has added a magnificent full colour print of H.M.S. KELLY to his range of low cost naval prints; he painted the ship several times and the picture chosen for "H.M.S. KELLY," at £4.95, joins the "H.M.S. ARK ROYAL" print at £3.45 and the "LAST PHANTOM" at £2.20. Post and packing on up to any five prints is 50p.

Robert Taylor's ship paintings are particularly striking and if you have an "ARK" print then the new "KELLY" print makes an excellent pair.



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**VOLUNTEER NOW!****33 SERVICE SPORTS NEED YOUR CASH TO MAKE THEIR PLAY OK****SUBSCRIPTION FORMS**

NEWSVIEW

Drink-drive: Don't figure in the lists

About the only thing to be said in favour of today's hard drinking is an increasing awareness of the problem. Horrific and devastating effects on lives in all strata of society appear the more clearly identified.

To those already anticipating an anti-drink sermon, it should be explained that this is rather a reinforcement of previously-expressed sentiment urging sensible drinking. Or does one have to accept that it is unrealistic to expect everyone to achieve that object?

Strong discouragement of excessive drinking, contained in the latest official word to the Navy and reported in this issue, talks of effects on naval families and reminds how it does not mix with operational efficiency.

More rewarding

With the drinking habit no prerogative of the Navy, and no-one suggesting that Jack is better or worse than anyone else, the fact that nearly a quarter of deaths in naval service in two recent years was caused by drink may cause little surprise, yet is a salutary warning.

But Jack and his family inhabit a different world from the musically-famed drunken sailor who is probably as old as the Navy itself. There has to be something more rewarding — be it necessity of life or even attractive frivolity — on which to spend hard-earned cash rather than sinking it in the excessive drinking down which road lies disaster.

Talking about roads, another statistic in this issue discloses that in the year 1978-79 as many as half the deaths of members of the R.N. and R.M. Dependents' Fund was caused by road accidents. Although not reported, it would surprise no-one if drink played its part in that disturbing figure.

Makes sense

Yet road travel can prove hazardous enough in its own right. Legions of Service personnel take to the motorways and the sideroads as the most convenient and economical way of snatching weekend breaks at home.

On those journeys some might even ponder whether the X-factor recognises the hassle — and risk to life and limb — which can arise for the sake of a few hours with the family.

Any method of encouraging desertion of road in favour of letting the train take the strain would make travel sense.

Give the Navy a sporting chance!

Lack of cash for day-to-day running expenses has for many years set problems for sport in the Royal Navy. Although a number of funds help generously wherever possible, a much greater non-public funding of sport is enjoyed by the other Services.

Inflation has bitten too, and it has now been decided to ask the sailor to dig (not too deeply) into his pocket. From April 1, and with Admiralty Board blessing, officers and ratings are invited to allow 20p a month to be deducted from pay as a voluntary sports subscription.

Already the Royal Marines benefit from a scheme by which officers and men contribute, on a voluntary basis, a fixed and regular sum to R.M. sport.

Similar scheme

The view is taken that the time has arrived for a similar scheme for the R.N., Q.A.R.N.N.S., and W.R.N.S. to put the financing of naval sport on a firmer basis and give the R.N. and R.M. Sports Control Board the income it needs to sustain and extend its support for sporting activities.

One of the main objects is to increase grants and loans to ships commissioning to make a more realistic contribution to the initial kitting out of ships' sports teams at the time when their welfare funds are least able to bear the expense.

At present it is reckoned to take about £1,500 to provide reasonable kitting out in this way for a frigate. Against that, public and non-public funds at present provide only about £500, leaving an expensive gap.

How far this object and others are achieved will depend on response to the scheme. Among these aims are: To give direct financial assistance to commands and areas; to increase annual grants to the recognized sports associations; and to provide better support for international and potential international sportsmen.

Running costs

The announcement giving full details will make the point that, while cost of the scheme to individuals is small, the potential benefit to the Navy as a whole is very large and that its success will do much to enhance the Navy's image in the sporting arena.

While no one wishes to be seen putting forward excuses over sports results, examples can be quoted of the Navy suffering as a result of lack of the best equipment. To take just one — despite help from non-public funds, the Navy found themselves using outdated canoes in inter-Service championships last year.

The announcement will also outline the organization and structure of naval sport. At present the Sports Control Board recognizes 33 sports eligible to receive grants and other assistance.

Public funding is limited to providing the basic facilities to maintain physical fitness or to meet naval training requirements, which in practice boils down to provision of indoor sports halls and some other facilities (for example playing fields, courts, running tracks, pavilions and changing rooms) on a "synopsis scale" applicable to all three Services.

While this provision takes care of about half the 33 recognised sports, the remainder have to fend for themselves as best they can.

Publicly funded

Recreational travel within the limits of current rules is also publicly funded, as is the Sports Equipment Grant, allocated to ships and establishments on a points basis according to numbers borne. Despite an increase of £26,000 in the SEG for 1981, the amounts actually distributed to units will still be inadequate to finance sport without additional back-up.

This back-up has always been, and will need to continue to be, provided by welfare and other non-public funds and by direct contributions from individuals, although the main non-public funds involved do not have the resources to give large-scale aid.

Welfare funds of ships and establishments provide most of the equipment found in ships' stores, and there are also three principal central sources of public money available — the Nuffield Trust, the Sailors' Fund, and the Fleet Amenities Fund.

The overall picture is that only modest financial support can be provided by the Sports Control Board for the running expenses of naval sport, leaving much of the burden at Command and Area level, on unit welfare funds and on the individual.

The Voluntary Sports Subscription aims to improve this unsatisfactory situation and help put R.N. sport on a par with the other Services who have much larger non-public funding of sport.

Those wishing to contribute simply have to complete Form C41 which is being distributed this month and which Supply Officers will forward to H.M.S. Centurion so that deduction can be made from pay. To retain its original purchasing power the rate of subscription may be slightly adjusted at intervals of not less than a year, but subscribers who wish to cancel their contributions are allowed to do so at any time.

Broadsword unleashes her



Wolf

H.M.S. Broadsword fires her Sea Wolf air defence missiles for the first time. The all-missile frigate, currently in the midst of long and exacting first of class trials, brought her Sea Wolf launchers into action off Halifax, Nova Scotia. Each launcher comprises two groups of three barrels mounted on a trainable frame.

Princely rendezvous

It is often newsworthy when two brothers in uniform cross paths — but this is a family photograph with a difference.

When Cdr. the Prince of Wales was guest of honour at the Senior Gunroom Mess Dinner at Britannia Royal Naval College, Dartmouth, on February 20, his brother, Mid. Prince Andrew, was also present.

With the younger prince showing the elation of someone who had just passed his professional and academic examinations at the College, they were photographed with the Captain of Dartmouth, Capt. Nicholas Hunt, and Mrs. Hunt in the Captain's House.

The following day Prince Andrew left for the United States for 17 days of sea experience on board H.M.S. Hermes, visiting Pensacola, Fort Lauderdale and Bermuda.

Prince Andrew undergoes an intensive training course with the Royal Marines at Lympstone this month before returning to Dartmouth on March 26 to prepare for his passing-out on April 2, when Divisions will be attended by the Queen in her capacity as Lord High Admiral.

In April and May the Prince attends a survival training course at the Royal Naval Safety Equipment School at Seafield Park, Hill Head.



Picture: Charles Risk.

• H.M.S. Hermes feature — Pages 21 and 21.

BLAKE DRIES OUT

The helicopter cruiser H.M.S. Blake has become the largest ship to enter dry dock at Rosyth for 18 years.

At 12,000 tons she is the biggest since the depot ship H.M.S. Adamant was in dry dock in 1962, and the last conventional cruiser to enter such a berth at Rosyth.

The Blake is undergoing preparatory work for joining the Navy's standby squadron at Chatham in May. She will be repaired and dehumidified — a process which will protect her against the elements while on standby.

Seabed ops ship named

As hinted last month, the Royal Navy's seabed operations vessel now being built at Greenock is to be known as H.M.S. Challenger.

She will improve the Service's ability to dive to, and operate on, the seabed and will be equipped to find, inspect and, where appropriate, recover objects at much greater depth than is now possible.

Acceptance by the Navy is planned for the end of 1982.

Helos for Palermo

During a spell at Gibraltar, 824 Squadron D Flight from R.F.A. Fort Grange operated from the ship and from R.A.F. North Front. Following exercises, they were due to arrive at Palermo.

Solo in the bush

Lieut. Nick Metcalfe has the distinction of being the only Navy helicopter pilot flying with the monitoring force in Rhodesia.

Nick, who has been on exchange with 33 Squadron, R.A.F. Odham, for the past two years, is normally stationed with 845 Naval Air Squadron at Yeovilton. Since the middle of December he has been flying Puma helicopters re-supplying assembly areas.

Giving Rhodesia the treatment

Commonwealth soldiers, members of the Patriotic Front and villagers who haven't had the opportunity of seeing a doctor for years, are all among the patients who have trooped to see the Navy medical men now busy in the Rhodesian bush.

A wide variety of diseases have come to the clinics for treatment, including malaria. In addition, there are tasks like treating snakebites, baby delivery and dealing with old wounds received in the days before the ceasefire.

As reported last month, four Navy doctors, a medical technician and four medical assistants are in Rhodesia as part of the British medical team flown out to help counter health hazards faced by forces in the bush.

Foxtrot

They are working in remote ceasefire assembly places and, besides responsibility for Commonwealth Forces, are looking after the health of Patriotic Front members whose numbers vary from 200 in some areas to 6,000 at the biggest — Foxtrot at Dzapzi in Eastern Rhodesia.

At this area Surg. Lieut.-Cdr. P. D. Clarke, from R.N. Hospital Haslar, and two naval medical assistants, are dealing with 1,500 to 1,800 patients a week, many of them, villagers who walk up to 40 kilometres to see their first doctor for many years.

At Echo Assembly point, in the Inyanga North Tribal Trustland in Eastern Rhodesia, MT2(N) Stewart McArthur (Haslar), assisted by two Patriotic Front medical assistants, is seeing about 850

patients a week, often in temperatures of 100 degrees F.

Here again, more than half the cases are villagers who have walked long distances to the clinic, which consists of a small concrete building and two Army tents. In the camp are about 1,040 Patriotic Front members.

"My most severe case," said MT McArthur, "was three villagers who set off a mine in one of their cattle fields. Two were severely injured and were flown out by R.A.F. helicopter to Umtali Hospital about 200 kilometres to the south."

He also said, "One of the most important jobs is monitoring hygiene within the assembly areas, where the risk of typhoid and cholera is always a worry."

Saddening

Besides sterilising drinking water and giving instruction on this task, they make daily rounds of camps, checking cooking areas, latrines and wash areas. They have also given training on use of spray guns to keep flies and mosquitoes under control.

MT McArthur also said, "But it is a vast problem and the lack of provision for the many ill and starving villagers in the remote areas saddens us. It remains for us to hope that the help and training we are giving to many of the Patriotic Front medical assistants will help them to continue treating these people when we leave."

One of the Navy men working in Foxtrot assembly area is Medical Assistant Paul Newton, from Haslar, who told how after the 14-hour flight from Britain his group were accommodated at a school before going on to a camp with 6,000 Armed Patriotic Front personnel, 300 of them women.

Bullet holes

Surg. Lieut.-Cdr. Clarke oversaw fresh cases, there being 1,800 in the previous week. LMA Jock Taylor (Plymouth) took charge of the outpatient department, a small room "liberally decorated with bullet holes," and cases had ranged from a man gored by a bull to a child with acute malaria.

MA Newton told how one of

the Patriotic Front accidentally shot himself in the arm and the Navy men were involved in removing the bullet.

"I am now in charge of two 40-bed wards / tents, and the running of a seven-bed intensive care ward for patients awaiting CASEVAC by the Red Cross. At the moment I have 60 patients' temperatures, etc. to look after."

And he took over the care of a three-week-old baby suffering from malnutrition, making her his personal responsibility.

Other members of the Navy's medical team in Rhodesia include Surg. Lieut. S. S. Ridout, Surg. Lieut. D. M. Couper and MA K. Harvey (all from Haslar), and Surg. Lieut.-Cdr. H. O'Donnell and LMA M. F. Clarke (Plymouth).

Romsey tribute to Earl

Mid. Prince Andrew was among 700 people who gathered in Romsey Abbey, near Southampton, for a memorial service to Admiral of the Fleet Earl Mountbatten of Burma.

In his address, Admiral of the Fleet Sir Terence Lewin, Chief of the Defence Staff, said Lord Mountbatten brought warmth to the smallest of events and splendour to the great occasions.

He was determined to do his best and inspired others to do likewise, bringing out of a ship's company heights of endeavour they did not know they were capable of.

40-ship exercise

H.M. ships Bulwark, Birmingham, Rhyl and Ardent were among 40 ships and 80 aircraft taking part in the NATO exercise Safe Pass over a wide area of the Western Atlantic between February 25 and March 7.

Other countries represented were the United States, Belgium, Canada, West Germany and the Netherlands.

Sub Harpoon

From Page 1

The new weapon was developed by the American McDonnell Douglas Corporation — who supplied the pictures — and is already in service with United States submarines.

Modifications have been made to meet Royal Navy requirements and the R.N. version has a number of British-made components.

During her deployment the Churchill visited Bermuda, Barbados, San Diego, San Francisco and Fort Lauderdale and transited the Panama Canal.

On her return to Faslane, the submarine was met by a piper, more than 100 members of families of the crew, and representatives of the Third Submarine Squadron.

Keeping the Navy primed — Page 31



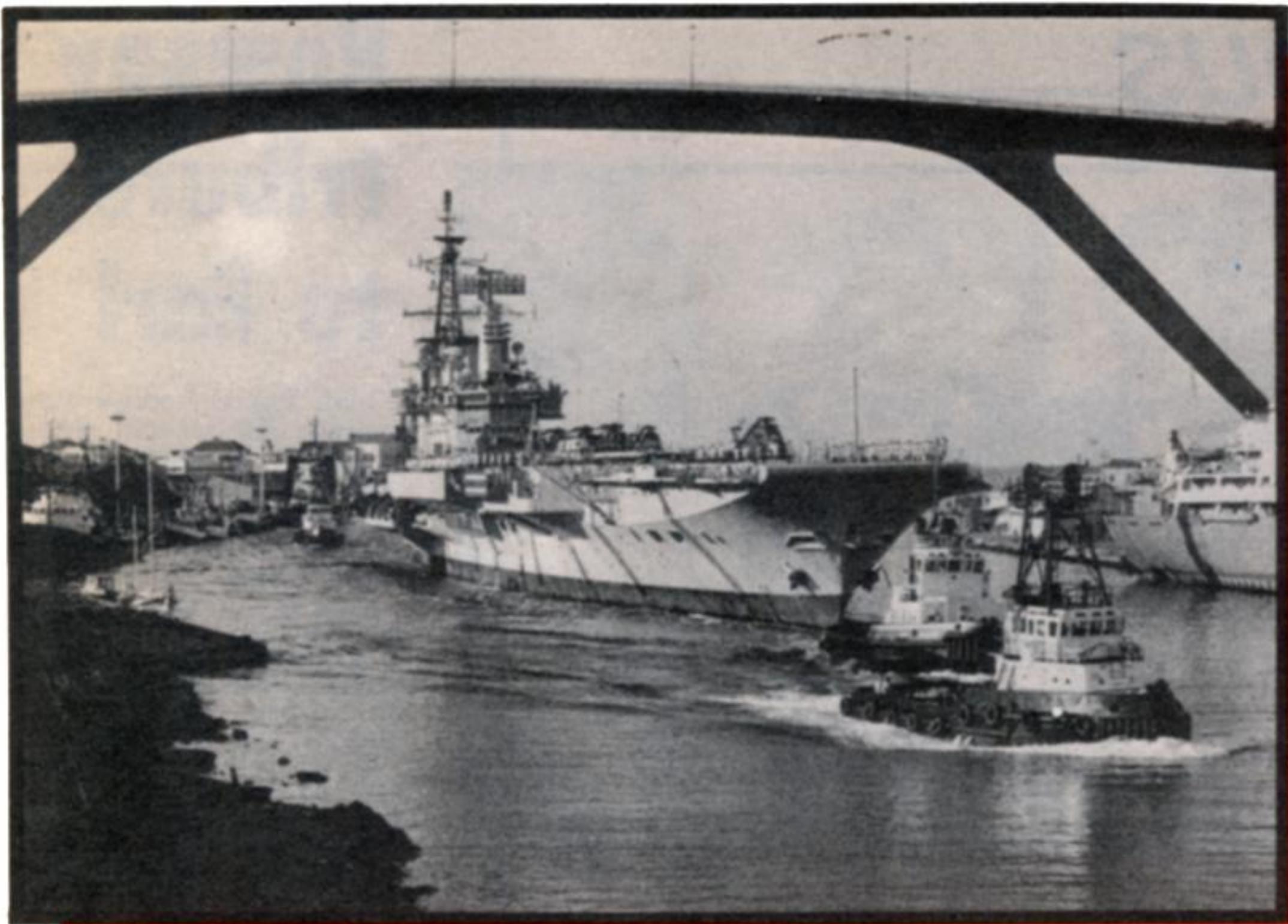
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H.M.S. Hermes passes under Queen Juliana Bridge in Willemstad, Curacao, at the start of a five-day visit.



This happy banyan group from the carrier, anchored off Cannouan Island, includes (left to right) FCPOCK Andy Hogg, Troopers Eric Fawcett, Ian Chamberlain and Brian Buckley of the Royal Tank Regiment, and MEM1 Mark Brundrit.



Drummers in focus as the Royal Marines Band of Flag Officer Third Flotilla Beats Retreat in Port of Spain, Trinidad.

NEW lad taste life in Herm

On one day the flight deck's expanse is filled with the hustle-and-bustle of a replenishment at sea . . . on another it is alive with the sights and sounds of Sunday sports . . . on yet another it is transformed into order and ceremony as the ship enters or leaves port.

Common scenes for the seasoned sailor — but a new experience for the lad making his first trip to sea with the Royal Navy.

H.M.S. Hermes' deployment to the Caribbean and the Gulf of Mexico has given a wide range of trainees the opportunity to taste all aspects of naval life at first hand.

And that means hard work as well as fun-in-the-sun — with on-passage exercises with H.M.S. Birmingham and two vessels of the Royal Fleet Auxiliary; visits to Port of Spain in Trinidad and Willemstad in Curacao; and a beach banyan on Cannouan Island in the Grenadines.

All the "passengers" are required to play their part in the running of the ship — and to help out with the more pleasurable extra tasks, such as entertaining children of St Dominic's Home, Port of Spain, to a tea party on board.

Pictures: LA (Photos)
Danny du Feu
and 'Mac' McKenzie

The cruise has meant a welcome look at the "sharp end" for junior ratings from Cudrose, Collingwood, Sultan, Dryad, Caledonia and Pembroke, and for junior officers from Britannia Royal Naval College, Dartmouth — including Prince Andrew.

It has also given a small detachment of the Royal Tank Regiment a chance to cross-train with the Royal Navy; a group of Royal Naval Auxiliary



ROLL OUT THE BARREL . . . It's thirsty work as a consignment of liquid refreshment arrives on the flight deck from R.F.A. Regent during a replenishment at sea . . .

Is e nes

Service unpaid volunteers the experience of working alongside their Hermes counterparts; and sons and close relatives of Hermes men a taste of the life they may one day be sharing.

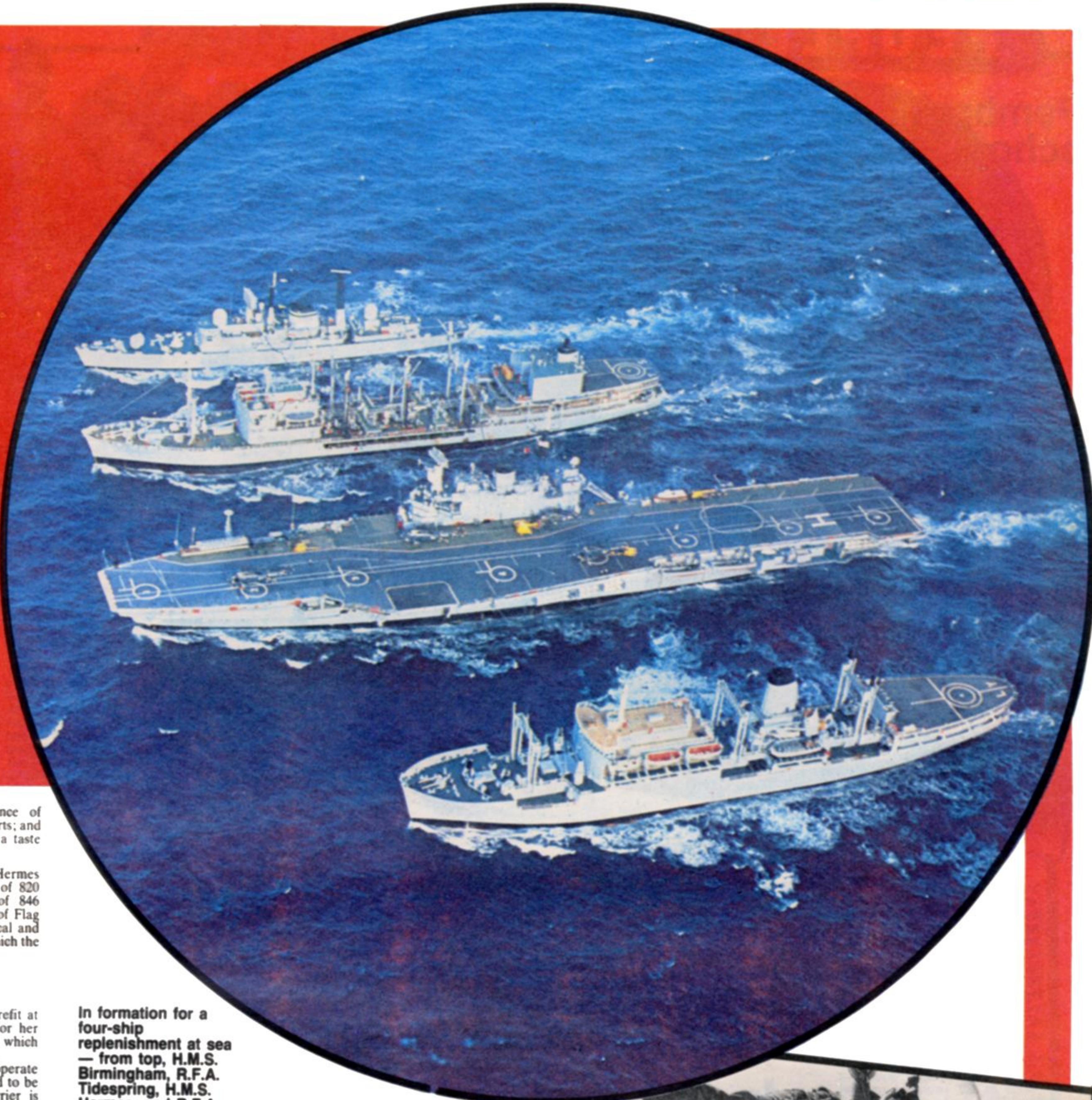
Contributing to the busy world of the Hermes are the embarked Sea King helicopters of 820 Naval Air Squadron and Wessex 5s of 846 Squadron; and the Royal Marines Band of Flag Officer Third Flotilla, lending their musical and ceremonial flair to various occasions on which the ship's company is represented ashore.

Ski ramp

When the Hermes begins her delayed refit at Portsmouth this summer, waiting there for her will be her 230-ton, 150ft. long ski ramp, which has just been completed in the dockyard.

The 12-degree ramp, to enable her to operate Sea Harriers more efficiently, is scheduled to be fitted by the end of the year. The carrier is expected to return to service in the following summer.

In formation for a four-ship replenishment at sea — from top, H.M.S. Birmingham, R.F.A. Tidespring, H.M.S. Hermes, and R.F.A. Lyness.



WE'LL HAVE A BARREL OF FUN... The same flight deck becomes the Hermes' answer to Lord's as the trainee apprentices take on the chefs for a spot of Sunday cricket.



Trainee Wayne Chamberlain is winched into a Sea King of 820 Squadron, with LACMN Stevie Dodd manning the strop.

PEOPLE IN THE NEWS

Pembroke gets first schoolie commander

Cdr. DICK ABRAM, new executive officer of H.M.S. Pembroke, is the first Instructor Branch officer to be appointed to the position in a major R.N. shore establishment. Before taking over as second in command in Pembroke, Cdr. Abram was senior instructor in H.M.S. Hermes. He has served on the directing staff of the Royal Naval College, Greenwich, at NATO headquarters in Naples, and in Singapore. Officers of the Instructor Branch — the Navy's "schoolies" — look after educational training afloat and ashore. Cdr. Abram has specialised in meteorology and oceanography.



Record breakers

"Relax, Dad, this isn't going to hurt a bit!" FCPO TOM TUCKER can only grin and bear it as daughter KIM pliers (!) her trade. Both are serving in H.M.S. Dolphin. Kim, a naval dental hygienist, is a leading Wren and is married to LWEM(R) DAVID TOMS, serving in H.M.S. Mercury. They fight a lot — but only because they are both keen members of H.M.S. Sultan's karate club!

Incidentally, we hear that all FCPO Tucker's molars and incisors are present and correct — thanks to 28 years of regular Royal Navy dental treatment ...

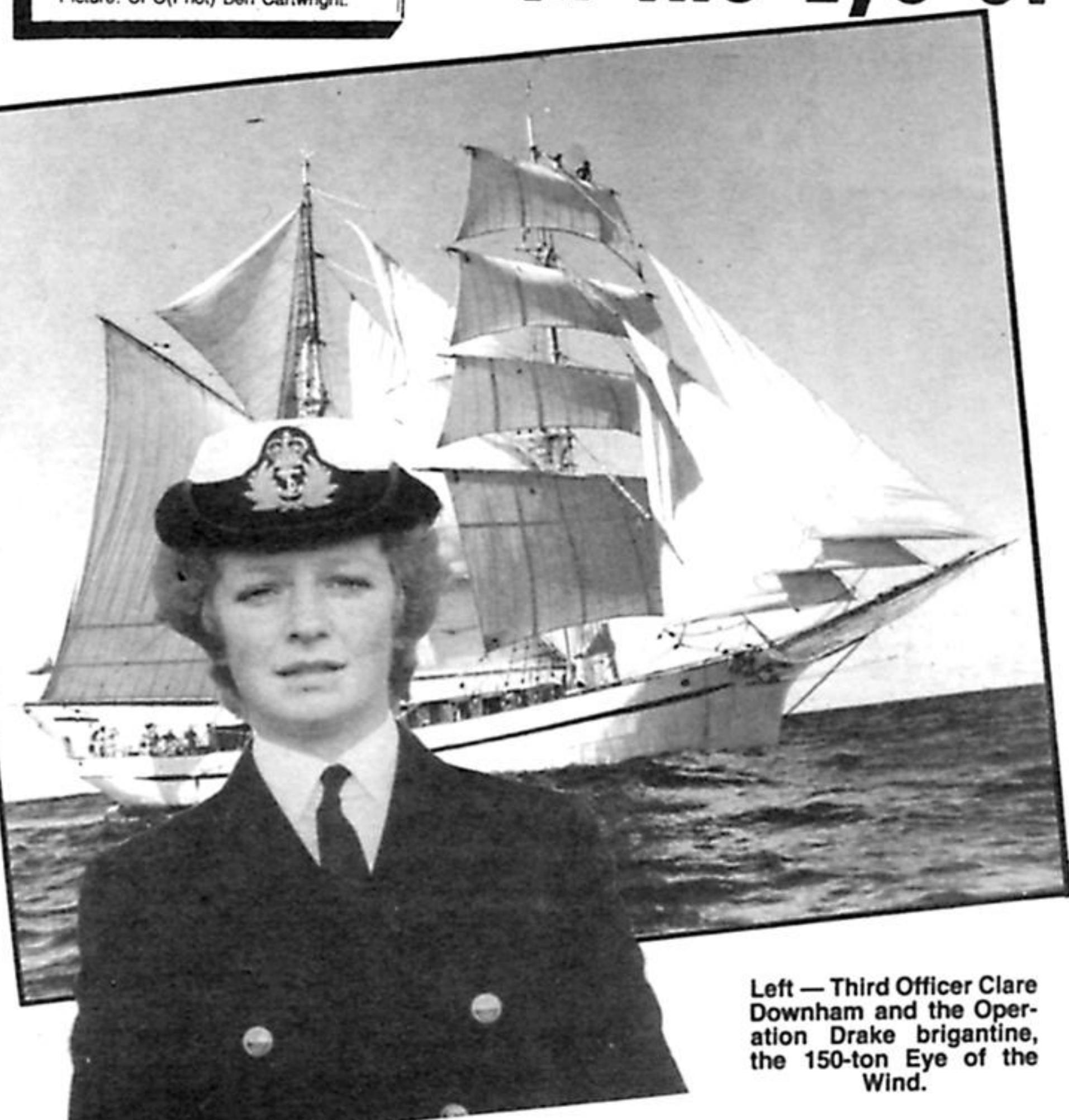
Picture: CPO(Phot) Ben Cartwright.

Lieut.-Cdr. MIKE HARWOOD (right) and CPO(D) COLIN KIDMAN, have helped the U.S. Navy to achieve a deep diving record. They were among the dive officers and dive supervisors when six U.S. Navy divers reached a sea-water chamber depth of 1,800ft. where they lived and worked for an unprecedented five days. It marked the deepest level reached in a high-pressure chamber.

The 37-day saturation diving mission took place at the U.S.N. Experimental Diving Unit at Panama City, Florida, where Lieut.-Cdr. Harwood and CPO Kidman are serving on exchange.

The operation is regarded as another milestone in the history of diving, and one which will contribute significantly to the development of improved diving equipment and techniques.

In the Eye of the Wind



Left — Third Officer Clare Downham and the Operation Drake brigantine, the 150-ton Eye of the Wind.

Third Officer CLARE DOWNHAM has just returned from a somewhat unusual assignment in the jungles of Papua New Guinea. For five months she was adjutant to Operation Drake, the two-year, round-the-world expedition which is following the route taken 400 years ago by Sir Francis Drake in Golden Hind.

Clare's time with Operation Drake spanned two phases of the expedition and included diving for sunken wrecks and aircraft at Rabaul and a safety survey for tourist diving and shipping.

Other projects included a crocodile count and reptile collection on the Strickland River, which was navigated by inflatable boat; an investigation of the volcano Mount Victory, which erupted in 1951, killing 3,000 people; ecological studies in the rain forest; and medical projects in local villages.

BRIGANTINE

The circumnavigation is being done in the Eye of the Wind, a 150-ton brigantine fitted out as a discovery and diving vessel.

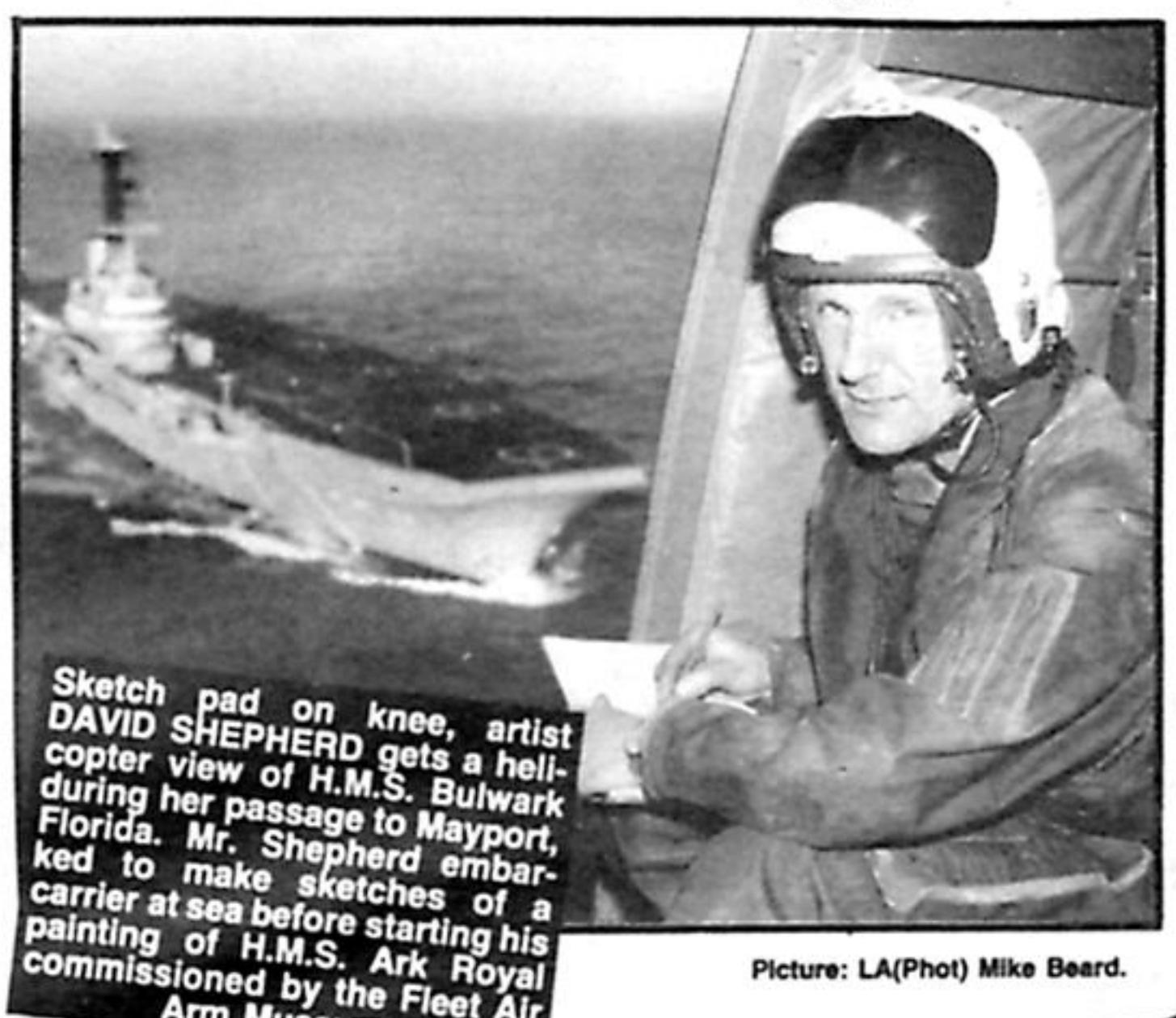
Engineer in the brigantine since September has been CMEMN(P) ROBERT COUPLAND of the Ship Maintenance Authority, Portsmouth. When he returns home in early May his place will be taken by CMEMN(P) BRIAN HOLMES, who this month joins H.M.S. Nelson from H.M.S. Lindisfarne. CPO Holmes will remain in the Eye of the Wind until it returns to Plymouth in early November.



Lieut.-Cdr. DAVID CHAPMAN looks less than happy about preparing a meal out on the dark, lonely and cold slopes of the Bavarian Alps. Or it could be he was just plain exhausted when this picture was taken during an R.A.F. Winter Survival School course based at Bad Kohlgrub.

To its students, the two-week survival course means soggy clothes, boots like lead, hunger, exhaustion, sleeping rough and, above all, cold.

Lieut.-Cdr. Chapman, a helicopter pilot, is now serving as a test pilot at Boscombe Down.



Sketch pad on knee, artist copter view of H.M.S. Bulwark during her passage to Mayport, Florida. Mr. Shepherd embarked to make sketches of a carrier at sea before starting his painting of H.M.S. Ark Royal commissioned by the Fleet Air Arm Museum.

Picture: LA(Phot) Mike Beard.

That's a top award!

We are not usually able to use stories of Long Service and Good Conduct medal presentations, but this one was a bit special. LSGC medals are not normally presented on top of a 2,000ft. peak in the Ochil Hills in southern Scotland. But on this occasion a team of sailors — and a dog — went to great heights to see Capt. ANDREW RICHMOND (right), Captain of H.M.S. Cochrane, presenting the medal to CPO GRAHAM HOWARD.

For Graham, however, the setting was not unu-

sual. As chief instructor at the Leading Rates Leadership School, snow-capped Ben Cleuch was home ground until he joined Royal Naval College Greenwich last month on being promoted sub-lieutenant.

No cold comfort

WALRUS TOP OF PERISCOPE PHOTOS

I spy with my little eye . . .

H.M.S. Walrus has snapped up the Periscope Photograph trophy as overall winner of the annual competition.

The patrol submarine's commanding officer, Lieut.-Cdr. Peter Jeanneret, received the Barr and Stroud Trophy from the Flag Officer Submarines, Rear-Admiral R. R. Squires, at a ceremony at the Clyde submarine base, Faslane.

Lieut.-Cdr. Jeanneret won the stereo pair and line overlap sections of the competition, as well as commendations in both categories. Lieut. Michael Pollard of the Walrus won the single shot section, plus a commendation.

Courageous

Runner-up among the 22 submarines which entered a total of 506 photographs was the nuclear-powered Fleet boat H.M.S. Courageous.

Periscope photography is a useful aid to navigation and has been employed to great effect for intelligence and propaganda pur-

poses in both world wars, since H.M. submarine E11 took the first periscope picture — of Constantinople Harbour — in 1915.

The operational role takes priority in the competition, so the pictures must be taken without the subject being aware of what is going on. That makes careful preparation vital.

Full results:
Stereo pair — 1, Lieut. M. Pollard, Walrus; 2, Lieut. R. L'oste-Brown, Odin. Commended, Lieut. Pollard and Sub-Lieut. N. Beadnell, Porpoise.

Line overlap — 1, Lieut.-Cdr. P. M. Browning, Churchill, and Lieut.-Cdr. Jeanneret.

Sweep panorama — 1, Lieut. P. Harder, H.M.N.S. Zwaardvis; 2, Sub-Lieut. M. Black, Onslaught. Commended, Lieut. H. Felgate, Conqueror, and Lieut. P. Godwin, Courageous.

General photography — 1, Lieut. M. Browning, Churchill; 2, Lieut. P. Godwin, Courageous. Commended, LMA Bean, Repulse, and Sub-Lieut. G. R. Ives, Olympus.



Above us the waves — and H.M.S. Sheffield. One of the entries from the annual Periscope Photography Competition.

A day 'at sea' — in Dolphin!

Twelve lucky Hampshire school-leavers were due to receive first-hand experience of life in a Royal Navy submarine on March 6 and 7. The 12, all lads with an interest in joining the Submarine Service, were becoming members of H.M.S. Oberon's crew for 24 hours.

And although the submarine was not leaving her base in H.M.S. Dolphin, she was being operated as though at sea.

The boys were letting themselves in for a full, round-the-clock stint, including watchkeeping — and a possible early-morning emergency drill! Tours and practical demonstrations were also being planned for the boys' chosen areas of interest.

H.M.S. Oberon is due to go into refit in the spring. The recruiting visit was piloted in Devonport last year by H.M.S. Swiftsure, the nuclear-powered Fleet submarine, and proved a great success.

NELSON MESS REOPENS

If it has taken over three years to modernise the Warrant Officers and Chief Petty Officers Mess at H.M.S. Nelson, the verdict can only be that it was worth the wait.

Opening on March 3, the mess, housed in Trafalgar Block and accommodating 176, offers a high standard of comforts and facilities.

Modernisation involved opening up first-

floor rooms to provide for a 90ft. by 30ft. lounge-cum-bar adjoining a spacious dining area and fitted with a stage for dances and other functions.

A superbly-planned galley equipped with advanced self-service facilities adjoins the dining area and is shared by petty officers from an adjoining mess.

Other facilities include billiard, television and reading rooms, and a small reception room with a bar which can be used for private

parties. A modern lift gives easy access to comfortable and well-equipped cabins.

Improved facilities give Mess President FCPO Martin Heddington plenty of scope to plan an exciting social programme for members, details of which are available from the Mess Office.

The season will open with a gala dance at 2000 on March 22 with cabaret by "The Scallywags" ensuring a lively housewarming.

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BACK NUMBERS STILL AVAILABLE

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 Quarterdeck Magazine
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Having had more aircraft carriers than all the other navies of the world put together, the United States is a focal point of study in the continuing saga of seaborne air strength.

For 40 years now the carrier has been recognised as the primary instrument of naval power, but rocketing shipbuilding and equipment costs endanger its existence except for a nation whose subjects are obliged to sacrifice without question.

Has the West "a lack of insight into priorities?" A leading German naval authority expresses this view in "Aircraft Carriers of the U.S. Navy," by Stefan Terzibaschitsch, published by Conway Maritime Press (price £15).

The author says it is beyond doubt that the American ship-based naval air force constitutes the narrow superiority which the U.S. still maintains at sea.

No crystal ball is needed on the

meaning of maintaining American supremacy at sea, but how to do so in face of economic realities is still a matter for tough debate.

Giants

The book traces the development of American fleet carriers from the first such vessel, the converted collier Langley, up to the present day nuclear-powered giants of the Nimitz class.

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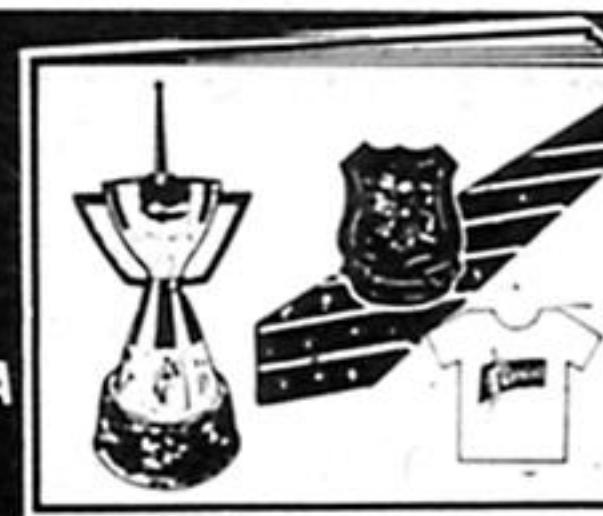
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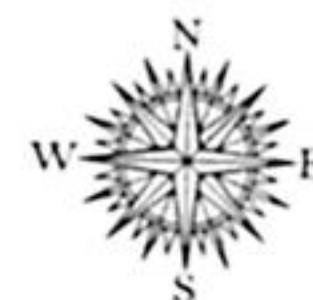
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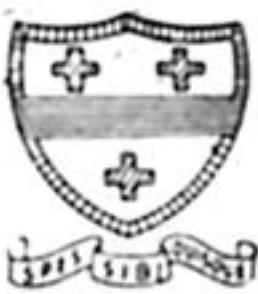
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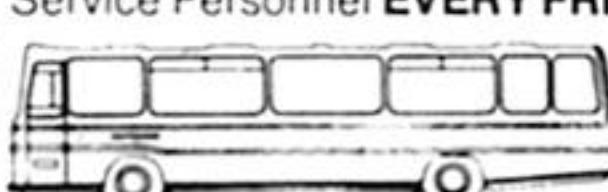
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Apollo re-commissions

ARIADNE IN GIB. 'SWOP'

After refit at Gibraltar, the Leander-class frigate H.M.S. Apollo — her ship's company newly transferred from her sister ship Ariadne — re-commissioned there on February 2.

The Ariadne had arrived in Gibraltar on January 8 to start an eight-month normal refit under the charge of the Gibraltar Refit Group. Less than a fortnight later her ship's company transferred to the Apollo, then in the final stages of her own refit.

Guest of honour at the re-

PROMOTIONS TO CHIEF

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To CPO(OPS)(S)(SM) — B. C. Seager (JAAC Teddington), J. C. Jamieson (Neptune), T. L. Eynon (Sceptre).

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POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster at the top of each advancement roster for petty officer and leading rates.

"Intermediate" (int) indicates that men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "int" rosters are the basic dates of the top eligible men.

The number following the points (or Basic Date) is the number of men who were advanced during January.

Extracts of WRNS advancement rosters

commissioning was the Governor of Gibraltar, General Sir William Jackson, who has maintained a close interest in the Apollo since he took passage in her from U.K. to Gibraltar to take up his appointment in May, 1978.

The commissioning cake, cut by Mrs. Felicity Campbell, wife of the commanding officer, Cdr. C. G. H. Campbell, assisted by

JMEM Gary Chapman, youngest member of the ship's company (picture, right), was later sent to a children's home.

Music for the parade was provided by the Band of the Second Battalion The Light Infantry, resident in Gibraltar, who gave an excellent performance despite the fact that they had to play at a much slower pace than their usual 140 paces a minute.

It is said that there are no jogging enthusiasts in The Light Infantry as they march faster than many people can run!

CLOSE-RUN

The Apollo's own joggers came into their own on the day after the ceremony when a Top of the Rock Race was run against the ship's company of H.M.S. Gurkha.

It was one of the closest results on record, with the Apollo beating the Gurkha by just five seconds.

Oldest Apollo competitor, CPO Dave Stocker, aged 38, completed the race in 25 minutes 46 seconds, finishing tenth among his shipmates.

The ship's flight, who also transferred from the Ariadne to the Apollo, held their own "re-commissioning ceremony" at R.A.F. North Front, when their Wasp helicopters' name panels were changed in a champagne ceremony by Mrs. Sally Charlton and Mrs. Sue White, assisted by Wing-Commander W. King, R.A.F. operations officer.

Mrs. Charlton and Mrs. White, the wives of two members of the ship's flight, took the opportunity of a winter break to be with their husbands during the prolonged stay in Gibraltar — which has been extended until the end of March because of an engine problem in the Apollo.



Picture: LA(Phot) Colin Morgan

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Following is the list of Extended Service billets currently vacant. One billet is available in each case, except where stated:

Captain SM1: MEA1(P) H.M.S. Collingwood: WEA1/RE1A1: WEA1/OEA1(4) H.M.S. Deodulus AES: AA1(AE) CRE1(A) H.M.S. Sultan: MARTSU: AA1(AE) (4) H.M.S. Vernon: CPO(OPS)(S) H.M.S. Dryad: CPO(OPS)(EW) FMS Devonport SMUU: MEA1/2 (periscope maintainer), BRNC Dartmouth: CPO(D) H.M.S. Warrior CTF 311: RS FOST (FMG Portland): WEA1/OEA1: WEA1/RE1A1: WEA1/CEA1 H.M.S. Neptune NT: MEA1(P) (6): WEA1/CEA1(SM) H.M.S. Nelson: CMEA1(P) Royal Brunei Malay Regiment: WEA1/OEA1 RNR Clyde: CPO(OPS) (M) RNR Tay: CMEM(M) ACHAN/EASTLANT: PO(R) ACHAN/EASTLANT: PO(R)

Eureka . . . a post office!

An edition of 2,000 philatelic covers is being issued to commemorate the Joint Services Expedition to Ellesmere Island in the Canadian High Arctic.

The 13-man expedition, led by CPO S. R. Williams, will carry out scientific exploration of Princess Marie Bay from May to August.

Cost of the illustrated cover, franked at Eureka, the most northerly post office in Canada, is £1. They can be ordered from Flying Officer J. C. Knights, 14, Dishforth Lane, Hendon, London NW9 5JA, each application being accompanied by a large stamped, addressed envelope with cheque or postal order made out to "JSE Princess Marie Bay 1980".

Proceeds will go towards the expedition's travelling costs and the covers will be despatched on return of the team in September.



Ministerial salute!

Navy Minister Mr. Keith Speed snaps a smart salute as he steps on board H.M.S. Alderney at Rosyth on February 6.

The Alderney was one of two fishery protection vessels—the other being H.M.S. Bickington—visited by Mr. Speed after he had met the Flag Officer Scotland and Northern Ireland, Vice-Admiral Tom Baird, and had a full briefing at M.H.Q. Pitreavie.

Later he met the new Port Admiral, Rosyth, Rear-Admiral James Kennon, who outlined the port's support of the operational fleet, and the next day he presented prizes to dockyard apprentices in the Glen Pavilion, Dunfermline.

PEN-PALS

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected—but only if they have been stamped.

Details of the applicants are as follows:

Davina (30), single, 5ft. 10in., brown hair, brown eyes, Pangbourne, Berks.

Elizabeth (40), divorced, 5ft. 8in., dark hair, hazel eyes, New Malden, Surrey.

Carol (33), divorced, 5ft. 5in., blonde hair, blue eyes, two children, Southampton.

Sheila (18), single, 5ft. 3in., brown hair, blue eyes, Skelmersdale, Lancs.

Margaret (30), single, 5ft. 6in., brown hair, green eyes, one son, East Stanley, Co. Durham.

Jackie (16), 5ft. 4in., blonde hair, blue eyes, Carlisle, Cumbria.

Jean (33), divorced, 5ft. 3in., brown hair, blue eyes, two children, Gosport, Hants.

Jayne (23), single, 5ft. 10in., brown hair, brown eyes, East Ham, London.

Sue (17), single, 5ft. 3in., brown hair, blue-green eyes, Halesowen, W. Midlands.

Irene (33), divorce pending, 5ft., blonde hair, blue eyes, Alness, Ross-shire.

Cindy (17), single, 5ft. 4in., blonde hair, Brighton, Sussex.

Kathy (18), single, 5ft. 5in., brunette, Brighton, Sussex.

Mrs. S. (26), divorce pending, 5ft. 4in., dark hair, green eyes, one daughter (3), Deal, Kent.

Annette (17), single, 5ft. 6in., fair hair, blue eyes, London.

Elizabeth (21), single, 6ft. 1in., brown hair, green eyes, Glasgow.

Mari (17), single, 5ft. 3in., brown hair, hazel eyes, Gillingham, Kent.

Miss W. (18), single, 5ft. 4in., brown hair, hazel eyes, Weybridge, Surrey.

Lesley (42), separated, 5ft. 1in., dark hair, blue eyes, Midlothian.

Judy (25), single, 5ft. 10in., brown hair, hazel eyes, Bristol.

Gwen (16), 5ft. 7in., brown hair, brown eyes, Lincoln.

Lyn (25), single, 5ft. 4in., brown hair, hazel eyes, Gosport, Hants.

Maria (27), single, 5ft. 4in., blonde hair, green eyes, Leeds.

Julie (15), dark hair, blue-grey eyes, Burton-on-Trent, Staffs.

Bridgy (31), single, 5ft. 4in., brown hair, blue eyes, Birmingham.

Frances (21), single, 5ft. 6in., dark hair, brown eyes, Potters Bar, Herts.

Sandra (21), single, 5ft. 5in., fair hair, blue eyes, Potters Bar, Herts.

Kay (25), separated, 5ft. 3in., black hair, brown eyes, Plymouth, Devon.

Shona (20), single, 5ft. 2in., brown hair, brown eyes, Solihull, W. Midlands.

Beverley (18), single, 5ft. 6in., brown hair, blue eyes, Guildford, Surrey.

Suz (23), single, 5ft., fair hair, blue-grey eyes, Oxford.

Denise (18), single, 5ft. 4in., brown hair, blue eyes, Rushden, Northants.

Rita-Ann (38), divorced, brown hair, blue eyes, Rushden, Northants.

Tracy (15), 5ft. 4in., brown hair, blue eyes, Bedford.

Debbie (16), 5ft. 5in., blonde hair, blue eyes, Bedford.

Susan (22), single, 5ft. 6in., blonde hair, blue eyes, Kingston, Surrey.

Kaye (19), single, 5ft. 4in., blonde hair, blue eyes, Chessington, Surrey.

Kim (21), single, 5ft. 3in., blonde hair, blue eyes, Hampton, Mdx.

Anne (26), single, 5ft. 5in., brown hair, blue eyes, Richmond, Surrey.

Joyce (45), divorced, 5ft. 2in., brown hair, brown eyes, Southsea, Hants.

Pat (17), single, 5ft. 7in., brown hair, brown eyes, Lympington, Hants.

Pauline (21), single, 5ft. 4in., brown hair, blue eyes, Washington, Tyne & Wear.

Suz (27), separated, 5ft. 2in., blonde hair, hazel eyes, one daughter (6), Redditch.

Heather (17), single, 5ft. 8in., fair hair, blue eyes, Coventry, W. Midlands.

Jane (17), single, 5ft. 2in., brown hair, brown eyes, Haverfordwest, Dyfed.

Bridget (18), single, 5ft. 8in., brown hair, brown eyes, Haverfordwest, Dyfed.

Ellen (20), single, 5ft. 7in., brown hair, hazel eyes, Ryde, Isle of Wight.

Denise (19), single, 5ft. 6in., fair hair, blue eyes, Knighton, Powys.

Jackie (28), divorced, 5ft. 7in., brown hair, blue eyes, two sons, Chichester, Sussex.

Sue (27), single, 5ft. 3in., brown hair, hazel eyes, Harwich, Essex.

Mari (25), single, 5ft. 5in., blonde hair, blue eyes, Lytham St Annes, Lancs.

Kathleen (26), single, 5ft. 8in., blonde hair, blue-grey eyes, Blackpool, Lancs.

Lorraine (21), single, 5ft. 1in., brown hair, brown eyes, Salford, Lancs.

Nicola (21), single, 5ft. 1in., brown hair, blue eyes, Fareham, Hants.

Susan (35), widow, 5ft. 6in., blonde hair, blue eyes, two children, Bognor Regis.

Lesley (15), brown hair, grey-blue eyes, Barnsley, S. Yorks.

Linda (16), 5ft. 4in., brown hair, hazel eyes, Hayes, Mddx.

Josephine (21), single, 5ft. 4in., auburn hair, blue eyes, Hayes, Mddx.

Jane (23), divorced, 5ft. 2in., auburn hair, green eyes, Blackwood, Gwent.

Kay (18), single, 5ft. 6in., blonde hair, hazel eyes, Bristol.

Jean (35), divorced, 5ft. 2in., black hair, brown eyes, four children, New Milton, Hants.

Angela (23), single, 5ft. 6in., brown hair, green eyes, Beccles, Derbyshire.

Christine (25), divorced, brown hair, brown eyes, one daughter, Basildon, Essex.

Elaine (16), 5ft. 5in., ginger hair, blue eyes, Sunderland, Tyne & Wear.

Phyllis (39), divorced, 5ft. 3in., brown hair, one daughter (11), London.

Rona (30), divorced, 5ft. 6in., dark hair, one daughter (7), London.

Geraldine (29), divorced, 5ft. 2in., blonde hair, green eyes, Gillingham, Kent.

Pat (30), divorced, 5ft. 2in., blonde hair, green eyes, Liverpool.

Linda (20), single, 5ft. 4in., brown hair, blue eyes, Redcar, Cleveland.

Caroline (16), 5ft. 5in., brown hair, hazel eyes, Redcar, Cleveland.

Colleen (17), single, 5ft. 2in., brown hair, brown eyes, Redcar, Cleveland.

Shelia (22), single, 5ft. 2in., red hair, blue eyes, Liverpool.

Jackie (18), single, 5ft. 3in., brown hair, brown eyes, Redcar, Cleveland.

Karen (18), single, 5ft. 6in., dark hair, blue eyes, Halesowen, W. Midlands.

Lindsey (38), divorced, 5ft. 8in., blonde hair, blue-green eyes, Halesowen, W. Midlands.

Maureen (42), divorced, 5ft. 7in., brown hair, blue eyes, one daughter (11), Morecambe, Lancs.

Nicola (17), single, 5ft. 4in., brown hair, green-grey eyes, Shoreham-by-Sea, Sussex.

Elaine (32), separated, 5ft. 4in., brown hair, two sons, Stockport, Cheshire.

Amanda (18), single, 5ft. 3in., brown hair, green eyes, Gosport, Hants.

Flora (53), widow, 5ft. 4in., brown hair, blue-grey eyes, Leicester.

Susan (29), divorced, 5ft. 4in., brown hair, hazel eyes, one daughter (4), Morecambe, Lancs.

Yvonne (17), single, 5ft. 7in., fair hair, brown eyes, Manchester.

Phyllipa (17), single, 5ft. 5in., brown hair, grey-blue eyes, Manchester.

Kathleen (32), divorced, 5ft. 2in., fair hair, blue eyes, three children, Monkwearmouth, Sunderland.

Ann (30), divorced, 5ft. 2in., brown hair, green eyes, three children, Monkwearmouth, Sunderland.

Roncun, Cheshire.

R.N.A. REUNIONS

Survivors of H.M.S. Foylebank, sunk in Portland harbour on July 4, 1940, are holding their fourth reunion in Portland and Weymouth from May 2 to 5. Survivors and relatives of those who died should contact Mr. Peter Davies, 2 Marbury Road, Runcorn, Cheshire.

Devonport Field Gun Reunion will take place on June 28 at 10 a.m. Past and present members are requested to contact CMEM(M) Mould (Buffer) H.M.S. Drake, Ext. 5483 or write to Devonport Field Gun Office, H.M.S. Drake.

Survivors of H.M.S. Cornwall are holding their reunion dinner on board H.M.S. Chrysanthemum on Saturday, April 5, 6.30 for 7 p.m. For details contact Mr. E. A. Langford, 111 Robins Close, Lenham, Maidstone, Kent ME17 2LE.

H.M.S. Sweetbriar (K209) reunion will take place on April 12, at 7 p.m. at the Saville Hotel, Clarence Parade, Southsea. For details contact:

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Faced with such a situation past and serving members of the Royal Navy, Royal Marines, and WRNS, below commissioned rank, are fortunate in having their own Children's Home at Waterlooville, Hampshire, where their children can be looked after in a caring environment until home conditions improve.

It is now the Home's turn to ask for your help. It has been nominated by the National Council of the R.N.A. as the association's charity for the year and money is sought to provide some additional home comforts for the children.

Acute

To keep one child at the home today costs more than £100 per week. To provide for 24 children adds up to a tidy capital sum per year even if help is provided by the Department of Health and Social Security.

The Home was in acute financial trouble in the year 1977-78, but measures were taken to correct this situation. Some land was sold at a reasonable return and the money invested to provide for the future.

Overheads and capital outlay per year are now so high that there is little to spare for such extras as new furniture,

CALLING OLD SHIPMATES

Mr. William Stanley (Bill) Smith, 5 Woodhill Bungalows, Blayburgh Street, Beccles, Suffolk, former CPO, survivor of the Enzeli expedition which was led by Cdr. Bruce Fraser, now Admiral of the Fleet Lord Fraser of the North Cape, will be 81 this month and would like to hear from his old shipmates of H.M. Ships Montrose (1925-27), Broke (1927-29), and Cumberland (1929-33). Mr. Smith was wounded in H.M.S. Raider in the Battle of Jutland and during the Second World War served as a gunnery instructor at Sheerness.

Mr. R. R. Thomson, 29, Ivanhoe Drive, Harrow, Middx., HA3 8QR, tel. 907-7411, served as PO Radio Mech. H.M.S. Keren (1943-46), is keen to hear from any old shipmates.

Mr. R. G. A. Claridge, 4, Taylors Green, East Acton, London, W3 7PE, tel. 01-743 2703, is anxious to contact Mr. Gordon J. Jones, former CPO (A) Telegraphist Air Gunner of 837 Squadron, H.M.S. Glory, last heard of at R.N. air station Seaford Park, Hill Head, Hampshire, February 1948. Perhaps some reader may know of his whereabouts.

Mr. John Gilliland, ex-Ldg. Sig., 34, Oliver Court, London Road, Leicester, is anxious to trace the whereabouts of his cousin John Gilliland, who was a survivor of H.M.S. Repulse and a P.O.W. at Nagasaki.

Mr. Tom Carrod, c/o 28, Somerville Road, Eton, nr. Windsor, Berks, SL4 PB, served in H.M.S. Barfleur latter part of Second World War, would be glad to hear news of old shipmates.

Mrs. D. Eaton, 43, Llannewydd, Penclawdd, nr. Swansea, S. Wales, would be pleased to receive a photograph of the crew of H.M.S. Avondale, 1940-42.

Mr. James Merritt, Ryde, I.O.W., former member of 55 Mess, H.M.S. Manchester, says it was the best ship he served in during his time in the

Royal Navy. He has happy memories of the Manchester and sends greetings to his former shipmates.

Mr. J. B. Henderson, 27, Rawlin Close, Frogmore, Eggborough, Plymouth, Devon, is anxious to trace James Sharp, former stoker, stationed at R.N. Barracks, Plymouth, 1944.

Mr. C. J. Harrison, 10, Hutton Lane, Harrow Weald, Middx., HA3 6RD, telephone 01-428 5109, would like to know the whereabouts of Lieut-Cdr. Martin, who was "Flags" to Capt. D. Dover in H.M.S. Keith, 1939/40, or any of the lads who assisted in the erection of Basra Radio transmitting station 1942/44.

Mr. and Mrs. M. Gray, of 5, Campion Street, Hartlepool, Cleveland, would like to hear from Cook Bowden ("L.F.C."), who served in H.M.S. Maidstone in 1973-74.

Mr. A. M. Palmer (aged 87), of 3, Carnegy Avenue, Swansea, served as an acting seaman gunner in H.M.S. Glasgow at the Battle of Coronel in November 1914, the Battle of the Falkland Islands in December 1914 and at the sinking of the Dresden, the one survivor of the second battle, in March 1915. Later Mr. Palmer served in the sloop H.M.S. Campanula in the Mediterranean. He would be grateful to know if any of his former shipmates, particularly those who were with him in the Glasgow, are still alive.

Mr. George Hills, 20 Gatacre Street, Walney, Barrow-in-Furness, Cumbria, former A.A. gunner in H.M.S. Eskimo during the Second World War, would like to hear from any of his old shipmates.

Mr. Cyril Stephens (Steve), Orchid, Silver Street, South Cerney, Cirencester, Glos, former member of the Flower Class corvette H.M.S. Orchid, is keen to contact former shipmates with view to holding a reunion.

Reunions in opposite page

curtains and leisure equipment, all of which are urgently needed.

The measure of your generosity will decide whether these items will be provided, or whether the children will have to do without.

It is good to know that the effects of inflation are not cramping style at Bishops Stortford. To the delight of members at the annual general meeting on February 4, Shipmate Ken Williams (treasurer) presented a healthy balance sheet, which promises well for the year ahead.

After the election of officers, Shipmates Bernard Brown and Cyril Francis were appointed as vice-presidents and for long service Shipmate Doug Martin became the branch's first life member.

After operating for years in the hands of a "care and maintenance party," 1979 will go down in the annals of Farnham as the year of revival and change. A small, but fresh intake of recruits allowed new officers to be elected at the annual meeting in January. This was a big relief to Shipmate E. J. Dale, who was able to reline-

Rig of the day was R.N.A. T-shirts when shipmates of Weymouth's Anchor Club paid a week-end visit to their French "oppos" in Louviers, which is Weymouth's twin town.

The trip did so much for detente that French shipmates are due to pay a return visit to Weymouth in the autumn.

Their hosts will include the eight shipmates pictured here — from the left: Shipmates Frampton and Edwards, Mrs. M. Middleton, Shipmate J. Middleton (branch chairman), Mrs. Frampton, Shipmate Ives, and Mrs. Ives.

Picture: Reg Vincent.

quish his post as branch secretary after 20 years.

Another big morale boost was the visit to the branch by Capt. R. Tiddy, general secretary of the R.N.A., a "truly happy occasion" for shipmates.

New H.Q.

The branch now operates under the patronage of No. 3 Area and new members and visitors are welcome to attend meetings, held on the first Thursday of the month at 1945 at the Central Club, South Street, Farnham.

Scarborough Branch has opened its new headquarters and clubroom, conveniently situated opposite the railway station and close to the bus station, in the Odeon cinema building.

Summer visitors and naval



They fit to a 'T'

personnel will find a welcome awaits them if they drop in. Their families will be welcome too, but it is, of course, necessary to provide identification. Shipmates who plan arriving in a party from other branches are advised to give advance notice of their arrival to the branch secretary, to facilitate catering arrangements.

If any serving personnel would like to donate cap ribbons to decorate the club room, they would be gratefully received.

Shipmates of Birmingham Central who recently said farewell to their long-serving chairman, Shipmate Bill Facer, and his wife, thank them for their hard work and wish them good health and happiness.

Shipmates were shocked and

saddened to hear news of the death of Shipmate Ron Bowles, founder member of the Nautical Club, and driving force behind many happy and successful events. Ron, an ex-submariner, will be sadly missed.

Eskimo visit

Brighter news from Newton Aycliffe, who report a good year — and a busy one, with many highlights including a visit by H.M.S. Eskimo, the town's adopted ship. There have been many visits to local branches and thanks are expressed to all good friends at Hartlepool, Stockton, Redcar, Doncaster, Gateshead, and Wallsend for the warm welcome extended.

Bright news also from Doncaster who write to say they have moved to their new premises at 26/28, North Bridge Road. But not without a lot of last minute worries, hold ups and panics, which, now they are in "the fitting-out basin," were worth it all.

The commissioning ceremony will take place later in the year when the upstairs bar and lounge are completed.

Incidentally, the outing to the Isle of Man (May 23-26) is an Area outing, the organiser being Shipmate Gordon Johnson, area treasurer, and member of Don-

caster branch. The full cost, including coach, is £37.50. There have been 160 takers so far.

Since commissioning, Greenford has had the privilege of being able to use all the facilities of the Royal British Legion headquarters. To show appreciation, as many R.N.A. Branches as possible are asked to attend a double standard dedication for men's and women's sections of the Royal British Legion, to be held on Sunday, April 20 at the R.B.L. Oldfield Lane, Greenford, Middlesex, at 1400.

OBITUARY

Shipmate Harry E. Snead, Derby, former member West Ham, January 2, aged 62.

Shipmate Ron Bowles, ex-submariner, founder member Nautical Club, Birmingham, January 31, aged 67.

Shipmate (Matty) Pownall, treasurer, Birkenhead, aged 60.

Shipmate Fred Jarvis, founder member and former chairman Oldham, January 18.

Capt. Eric V. Lees, R.N. (retd.), Derby, December 23, aged 84.

Wing-Cdr. Leo Stewart, hon. vice-president, Cambridge, December 12.

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These appointments are open to male and female applicants.

FERRANTI Computer Systems

One hundred reasons to wish Annie well

One of the Royal Naval Benevolent Trust's oldest beneficiaries, Mrs. Annie Knight, has celebrated her 100th birthday.

Joining in her centenary celebrations at The Fountain Hotel, Liskeard, Cornwall, were the Trust's Devonport committee chairman, FCMEA(H) Bill Gartell, and the treasurer Mr. Bert Coles. They presented a bouquet to Mrs. Knight, who has been receiving a Jellicoe Annuity since 1960.

Her husband joined the Royal Navy as a boy in 1893, serving until 1919. The couple married in 1902 and had a family of five daughters and two sons — the elder of whom joined Greenwich Hospital School at the age of 11.

Survivor

He eventually joined the Navy, serving in H.M. ships Hood, Venetia, Leander, Escapade and Queen Elizabeth, com-

pleting his 12-year engagement in 1938. He rejoined on the outbreak of war and was a survivor of the frigate H.M.S. Lawford.

One daughter married a naval man and their son also joined the Navy. Mrs. Knight's younger son, who died in 1972, had naval connections, too, and was a member of H.M. Coastguard. Following his father's death in 1959 he wrote to the R.N.B.T. asking if his mother could be helped.

The Trust responded by helping with funeral expenses and granting Mrs. Knight a Jellicoe Annuity, now standing at £3 a week.

The centenary party was attended by the Mayor and other local dignitaries, and members of the family — including a daughter who had lived in Australia for years. And, in pride of place next to a telegram from the Queen was the greetings message from the R.N.B.T. . . .

Soup-up for the School of Motoring

Expansion of the Naval School of Motoring will begin next month to cater for increased demand by resettlement trainees.

The school, run by the Royal Naval Benevolent Trust at Portsmouth, will have a training fleet of seven Ford 1300L saloons by April 16, when the next course starts.

Growth was proposed to the

Trust by the Ministry of Defence, and the plans were negotiated speedily by the school's management committee. Now an additional 12 students can be accommodated, bringing training capacity to a maximum of 30 on each course.

In recent years demand for

resettlement driver training exceeded the number of places available at the school, and potential R.N. and R.M. students had to consider alternatives.

Although it was possible to place all the disappointed applicants in other courses,



Happy centenary! Flowers for Mrs. Annie Knight on her 100th birthday from R.N.B.T. Devonport committee chairman FCMEA(H) Bill Gartell.

driver training is seen by the MOD as an integral part of pre-release instruction.

Not only is a driving licence often essential in a civilian career but, with public transport reductions, many ex-Servicemen need a car to reach their work places.

MOD considers that the R.N.B.T.'s school provides a

valuable service to personnel and strongly believes that the service will continue to be required in the foreseeable future.

Applications for the four-week, pre-release vocational training courses should be made in accordance with the procedure laid down in BR1979 Chapter 12.

Trust puts Harry at ease

The ease of taking a bath is something most people take for granted, but for handicapped ex-stoker Harry Jones, aged 69, such a routine matter could be undertaken only with pain and great effort. Until the R.N.B.T., along with other organisations, stepped in to help.

Harry, who served in the Navy from 1928 until he was invalided out in 1946 lives with his wife at Florence Road, Portsmouth. His illness has made him progressively immobile, and using the toilet and bath has become more and more difficult.

When his wife, who suffers from arthritis, found it impossible to continue lifting him in and out of the bath, the Social Services advised that a shower and new toilet should be installed.

TOO COSTLY

The local authority was prepared to give a £1,000 grant, providing other improvements were made which would have brought the bill to £8,000 — well beyond the Joneses' means. A small building firm agreed to do the essential work for £960, but even that was too costly.

When Mrs. Jones applied to the R.N.B.T. for help, the Trust gave her an immediate grant of £250. And as she had been a Wren from 1939 to 1941 the co-operation of the W.R.N.S. Benevolent Trust was sought, bringing in another £250. The total was swollen to £600 by a contribution from the Royal British Legion, and it is hoped that the remainder can be made up by a local charity.

PRIVACY

The shower and toilet have now been installed, giving Harry a little privacy and independence. The Joneses are delighted and feel that they would have been in an intolerable situation but for the R.N.B.T.

It is not the first time that the Trust has come to their rescue: when they moved to their present home so that Harry could have a ground-floor bedroom, the kitchen needed extensive modernisation. The gas meter, which was in a dangerous position, had to be moved at a cost of £113 — so when the R.N.B.T. was approached it made a grant to cover the bill.

Martin wheels in the cash

Cycle enthusiast CPO Martin Ellis has wheeled in £200 for the Royal Naval Benevolent Trust — thanks to a marathon ride from Portsmouth to Culdrose.

Before he left 826 Naval Air Squadron in H.M.S. Bulwark, he whipped up support for the sponsored cycle ride, helped by FCPO Dave Pearson. As Martin was a former member of the R.N.B.T.'s Devonport committee and Dave a former member and ex-chairman of the Portsmouth committee, they decided that half the £400 proceeds should go to the Trust.

The other half was donated to Portsmouth's Corben Lodge for handicapped children.

GRUELLING

Martin, a member of the Cornwall Club and the R.N. Cycle Club, has been in the Navy for 22 years — but this was his first sponsored ride. When the Bulwark berthed in Portsmouth Martin's wife and son were there to provide back-up for the gruelling, three-day pedal to Culdrose, via Yeovilton and H.M.S. Drake. Martin is now serving in the West Country where he has rejoined the Trust's Devonport committee as post secretary.



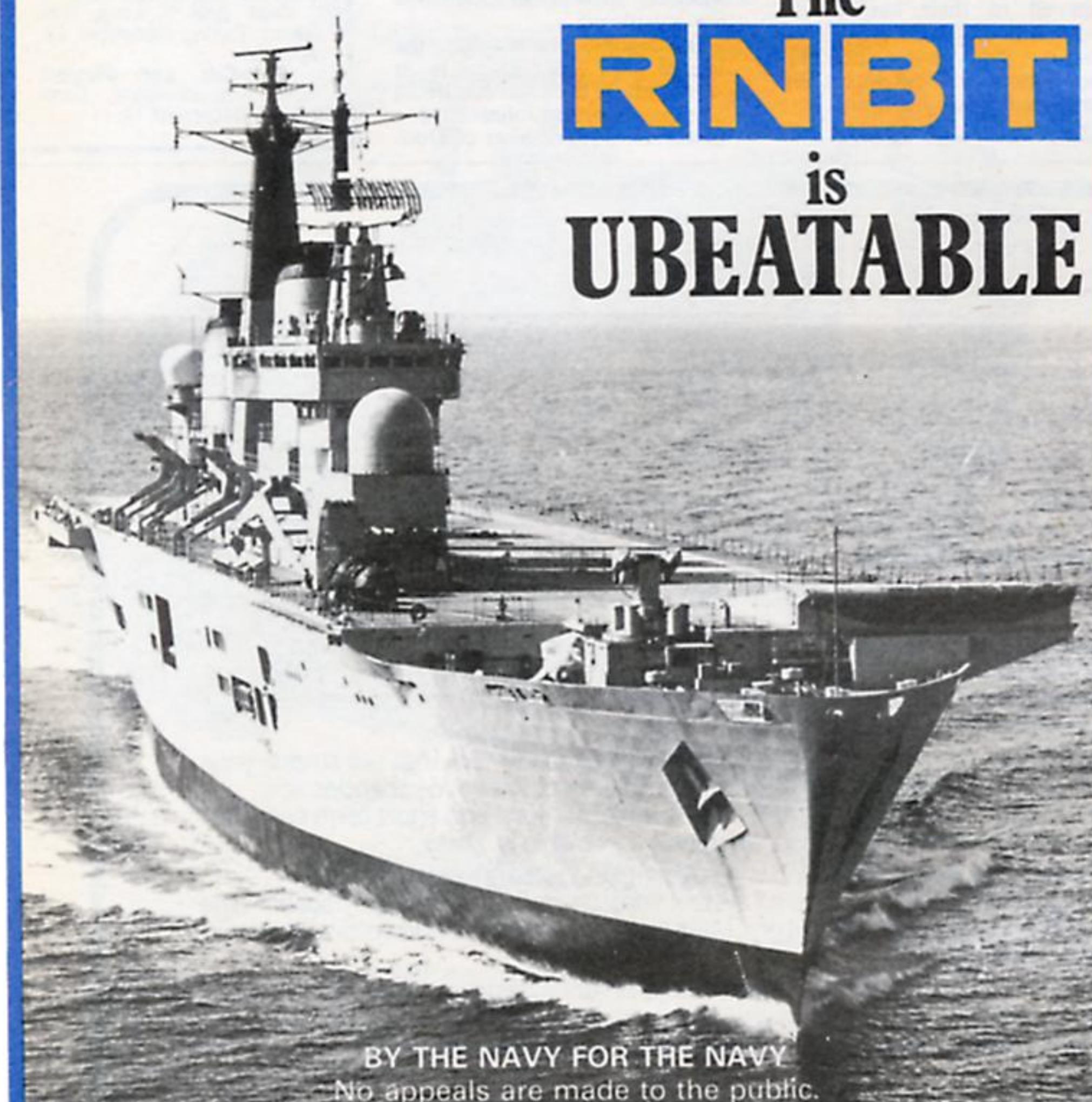
CPO Martin Ellis after his marathon ride.

A friend in need

The R.N.B.T. has received this thank-you note from one of the many people it has helped: "Please believe me when I say I would like to thank you and everyone concerned who has helped me in the past. The feeling that someone would and did help us when we needed it was great."

Like H.M.S. INVINCIBLE

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R.N.B.T. relies on canteen rebate, voluntary donations, investment interest and legacies to carry on its important work.

Applications for assistance to the Grants Committee:
2a Tipner Road, Portsmouth, Hants PO2 8QR

General inquiries to head office:
High St., Brompton, Gillingham, Kent ME7 5QZ

Keeping the Navy primed

Nestling in a corner of the 500-acre Royal Naval Armament Depot at Gosport is a group of buildings resembling a futuristic concrete maze. But its purpose has more to do with safety than amusement.

The Integrated Weapons Complex is part of the modernisation of support facilities on the western shore of Portsmouth Harbour to deal with the increasing range, complexity and sophistication of the Navy's armoury.

Computers

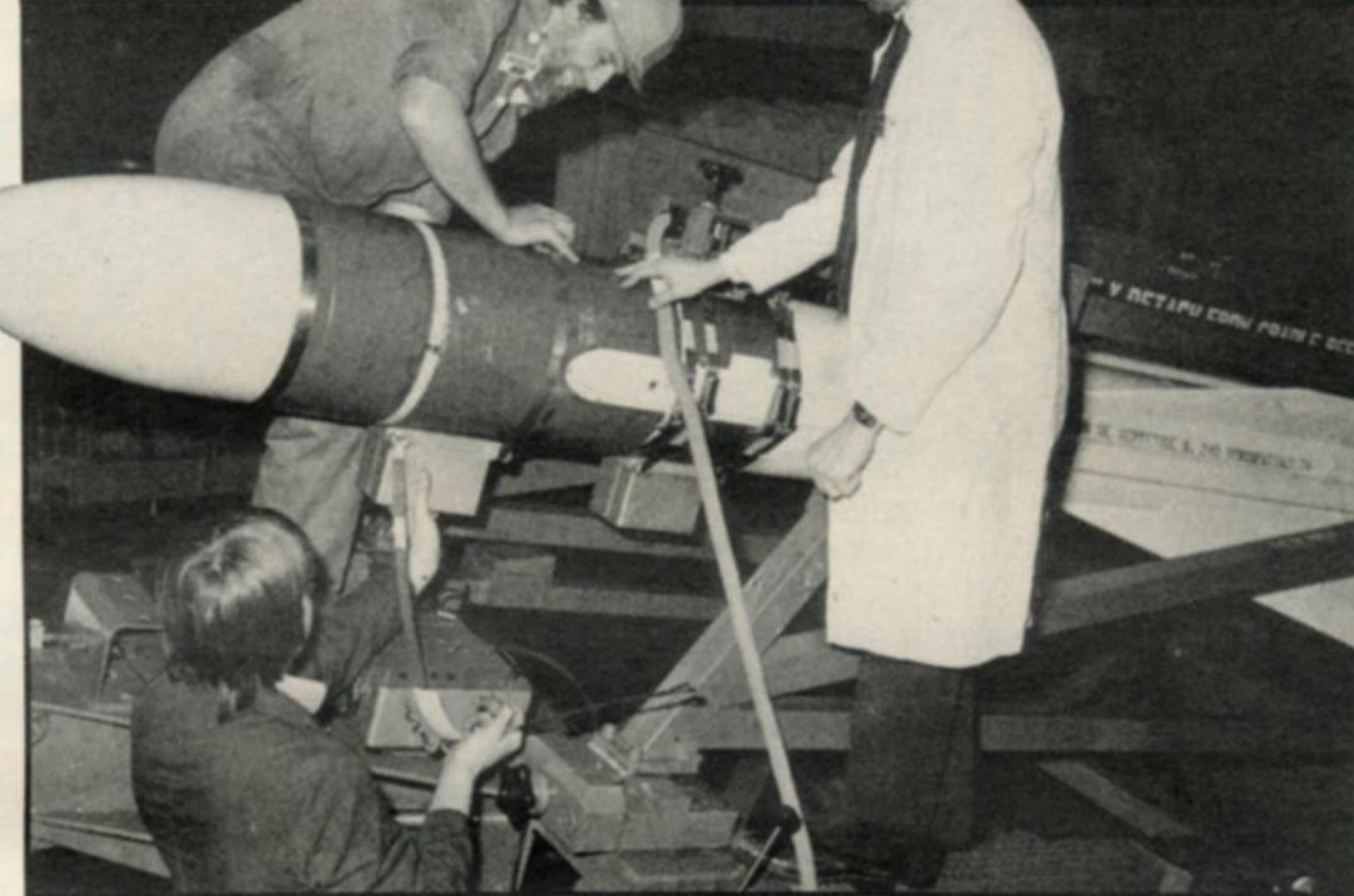
About £3.5 million has been spent on new works and a further £9.5 million has been earmarked for the next few years to make the Hampshire site the most up-to-date armament depot in the country.

Already the I.W.C. enables a variety of weapons including Seacat, Sea Dart, Exocet and Tigerfish to be tested simultaneously by remote equipment housed in complete safety and under the most tightly-controlled conditions.

Computers, which are used to test the French Exocet missile, are also being introduced to save valuable time on the Sea Dart.

Buildings planned for the assembly and test of new weapons as they enter service will include workshops for the Navy's new lightweight anti-submarine torpedo, Sting Ray.

Basic function of the depot is to store, assemble, repair, service and generally maintain weaponry for Portsmouth ships and area shore establishments, and Sting Ray will



Exocet missiles are rarely photographed outside their "shells" — but here's one being prepared for test in a weapon assembly check room at Gosport's Integrated Weapons Complex. The container can be seen in the background.

Black and white pictures: PO(Phot) Len Cobbett

be handled there along with everything from .22 rifle ammunition to the latest missiles.

The whole range of new facilities is being provided in the Elson, Frater and Bedenham complex, which together cover an area bigger than Hyde Park. Priddy's Hard, to the south, is being phased out after 200 years of R.N.A.D. occupation.

As part of the Royal Naval Supply and Transport Service, R.N.A.D. Gosport and similar naval depots in Britain differ from the supply departments of other services in being entirely civilian-manned.

Recruiting

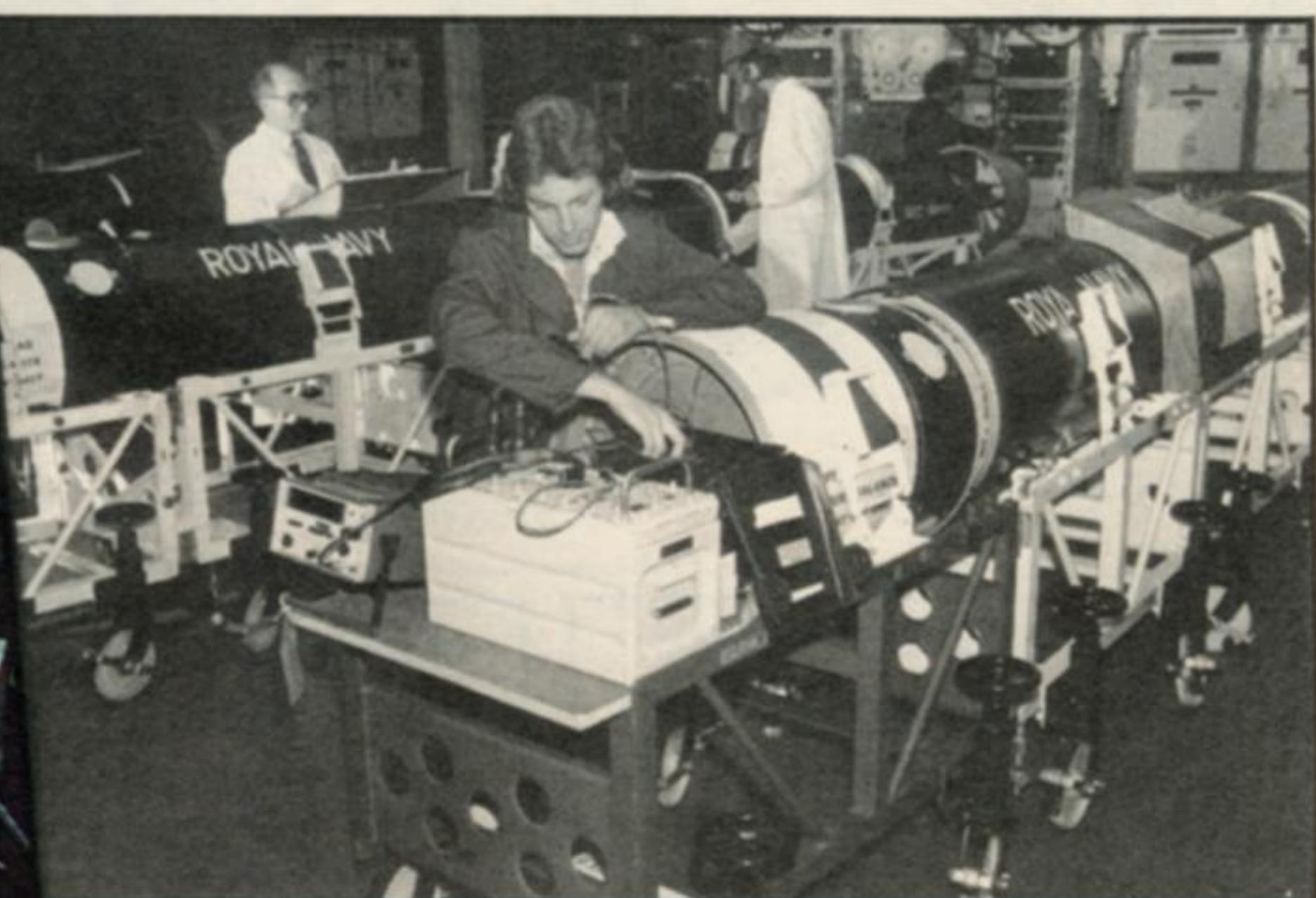
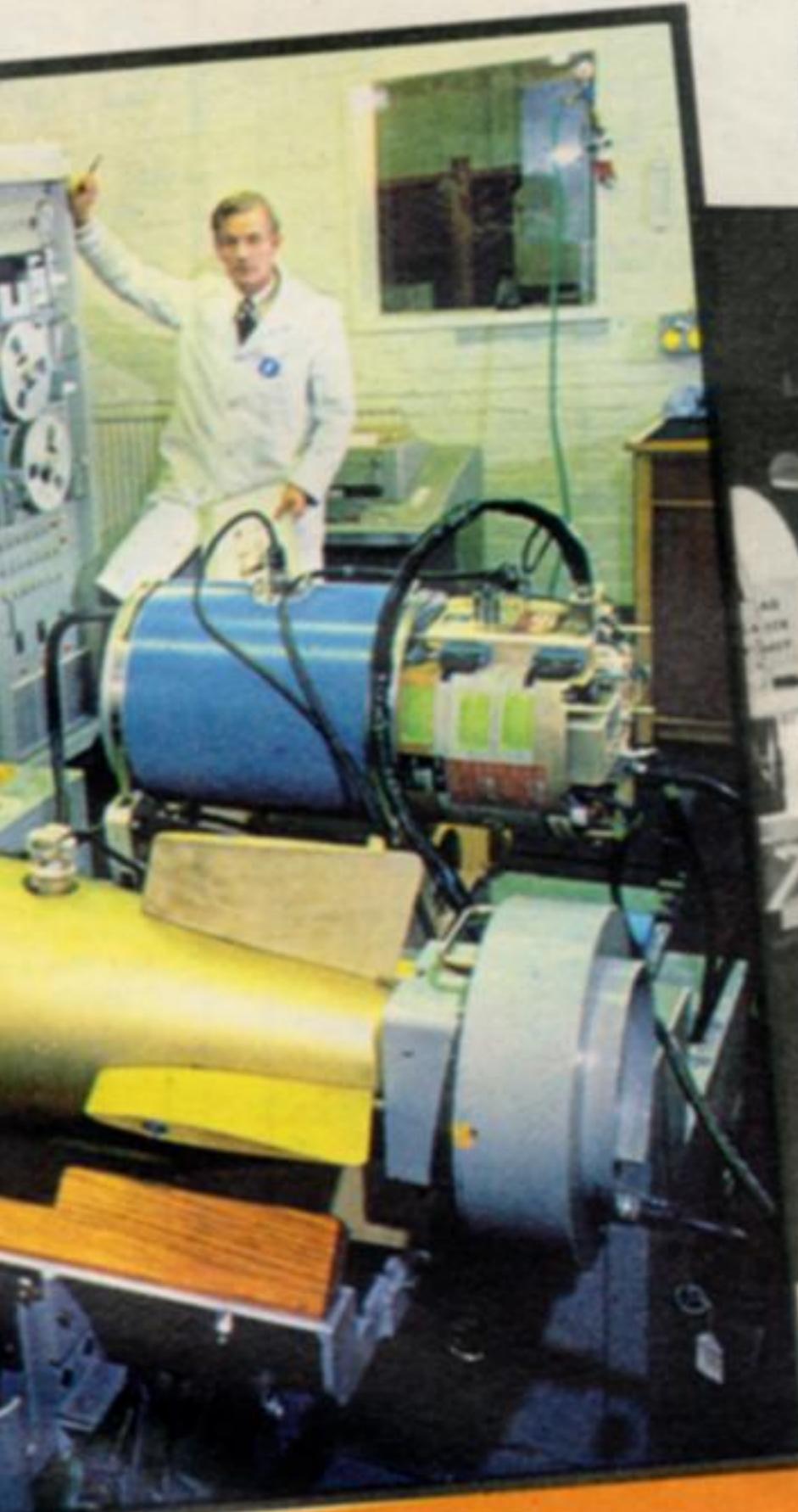
About 1,300 people are employed at Gosport but because of competition from shipbuilders, other R.N. establishments and commercial companies, the depot is finding difficulty in recruiting enough staff, particu-

larly technical officers to meet the increasing task.

A number of former Royal Navy technicians already work in the depot and the message to others with similar qualifications is "Come and join us!"

There is a special need for staff of the PTO IV grade with O.N.C. or equivalent qualifications — three years' service as either a mechanician first class or artificer first class.

More details and an application form can be obtained by telephoning Mrs. Carter on Bath (STD 0225) 6911, ext. 3244/3250.



Torpedoes on test: Left, Mr. Martin Harman (foreground) and Mr. John Ryman, a former Fleet Chief Electrical Artificer, at work on a Mark 46 model — and, above, circuit testing under way in the Mark 24 (Tigerfish) workshop.

Keeping the Navy primed

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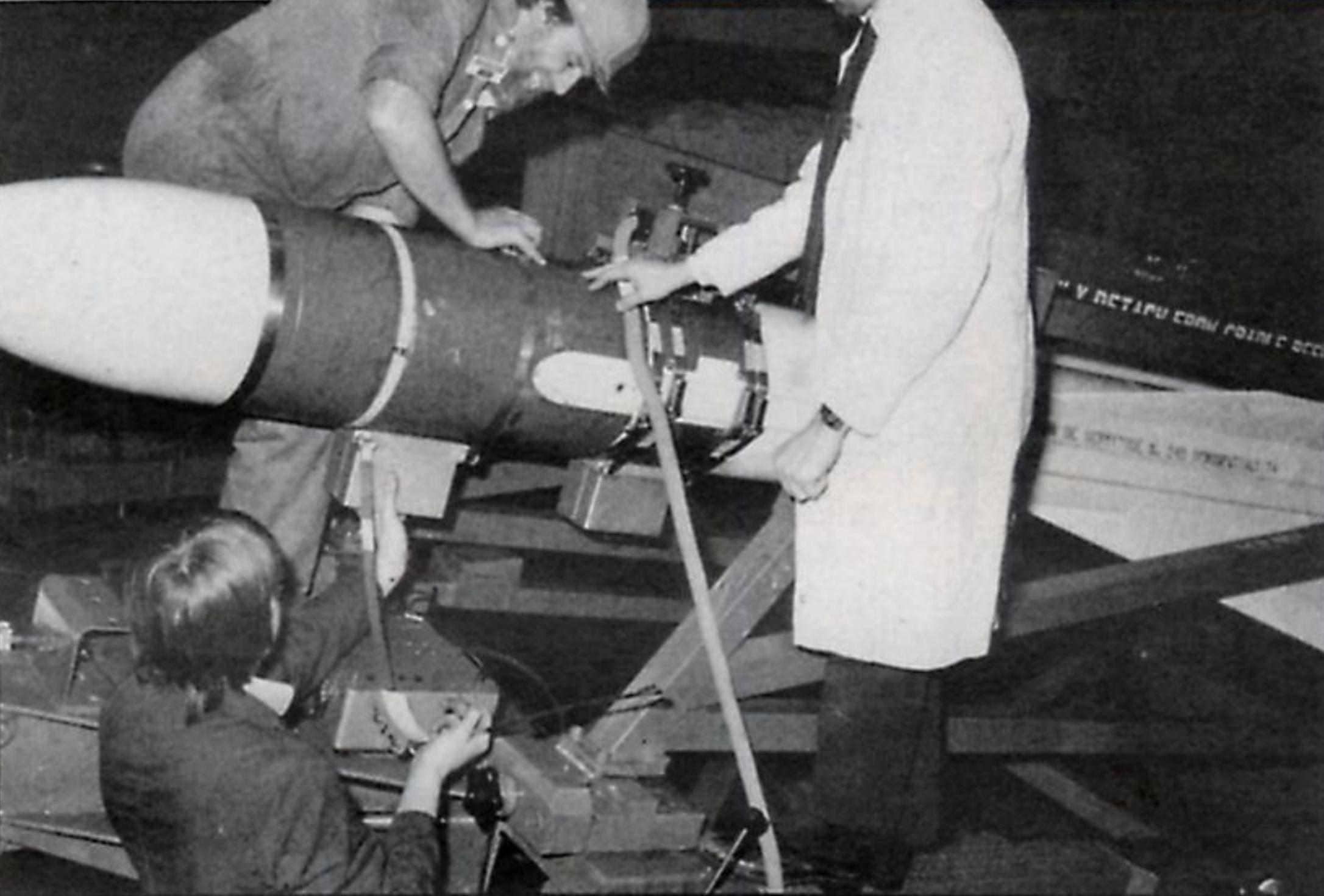
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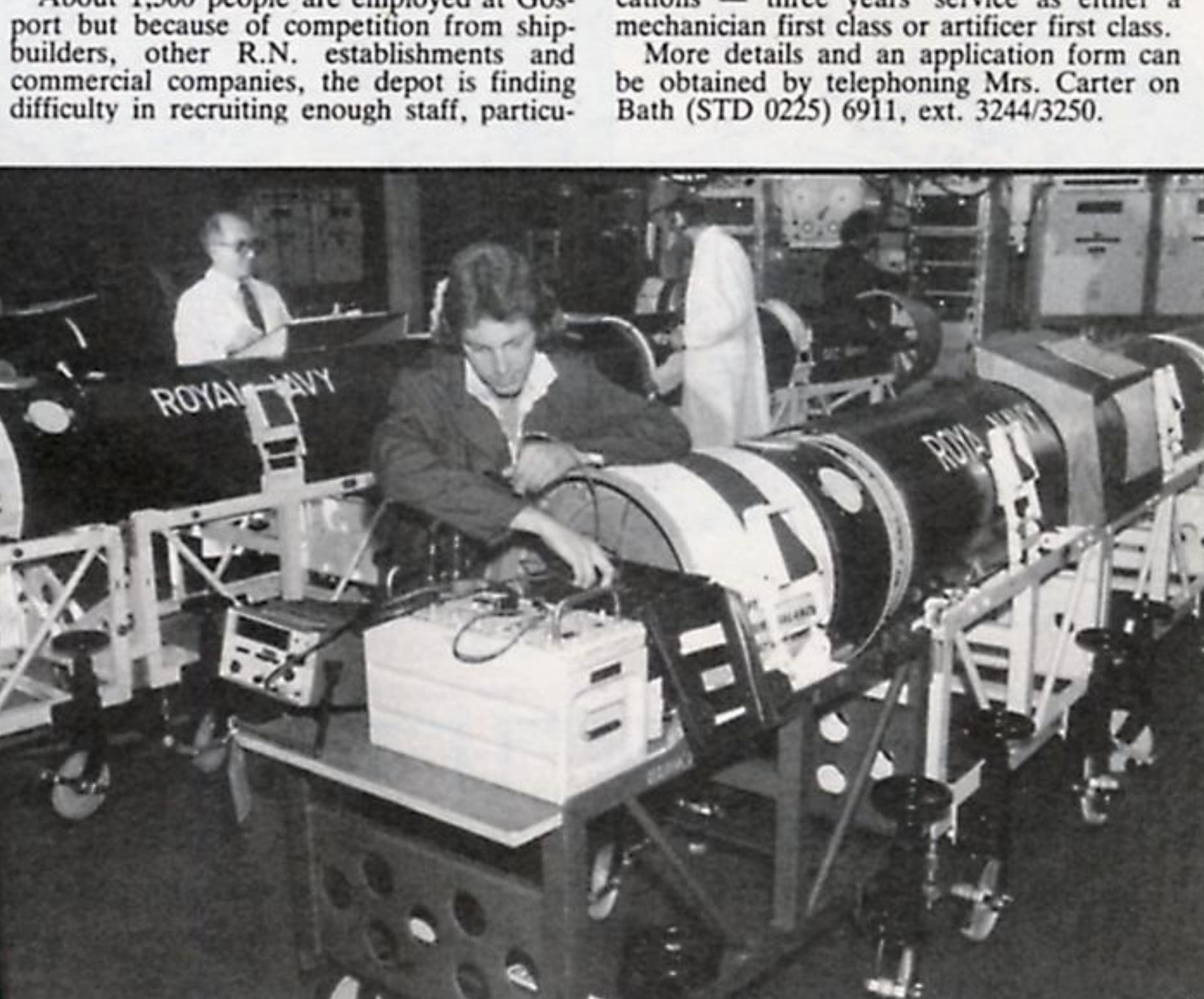
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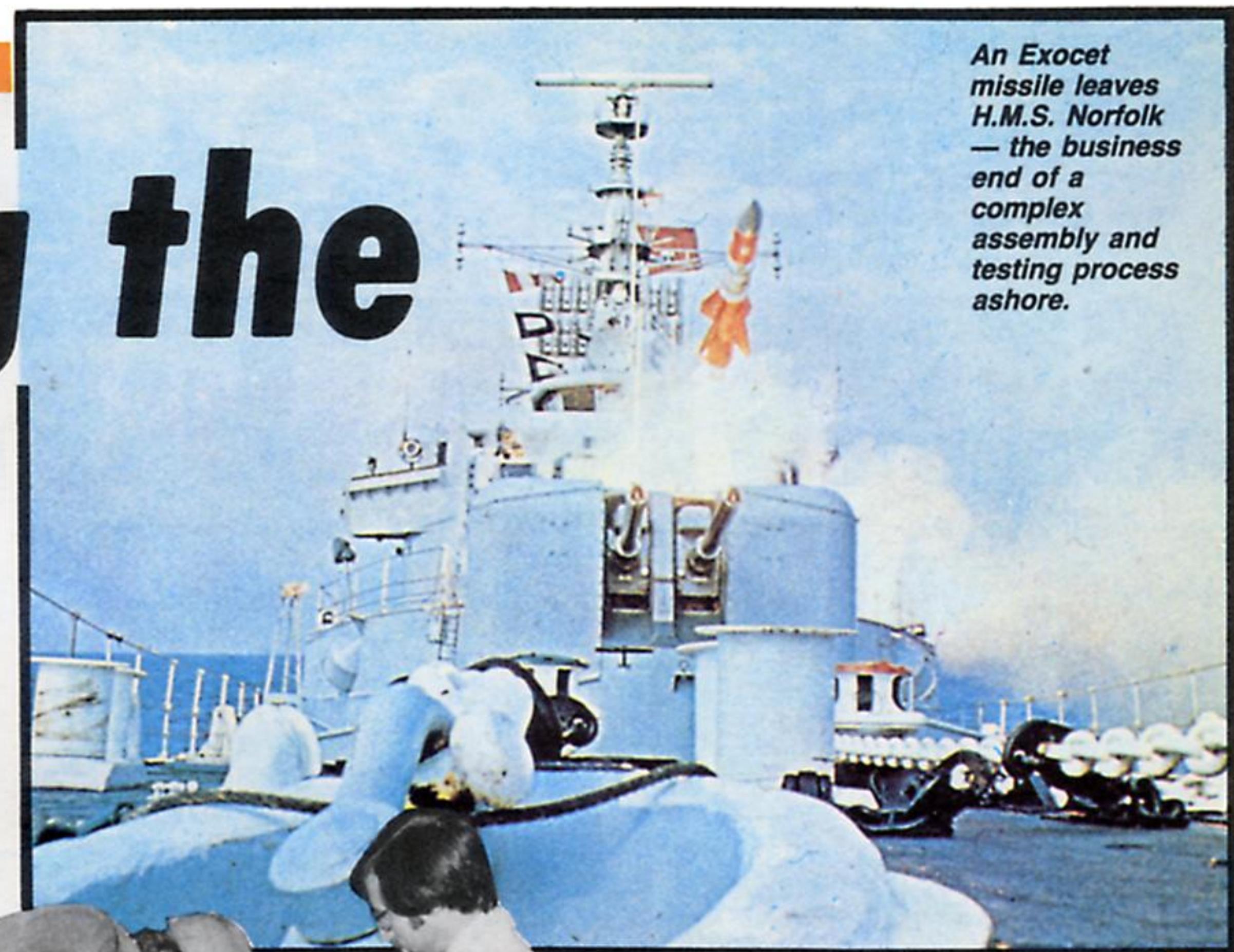
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An Exocet missile leaves H.M.S. Norfolk — the business end of a complex assembly and testing process ashore.



Exocet missiles are rarely photographed outside their "shells" — but here's one being prepared for test in a weapon assembly check room at Gosport's Integrated Weapons Complex. The container can be seen in the background.

Black and white pictures:
PO(Phot)
Len Cobbett

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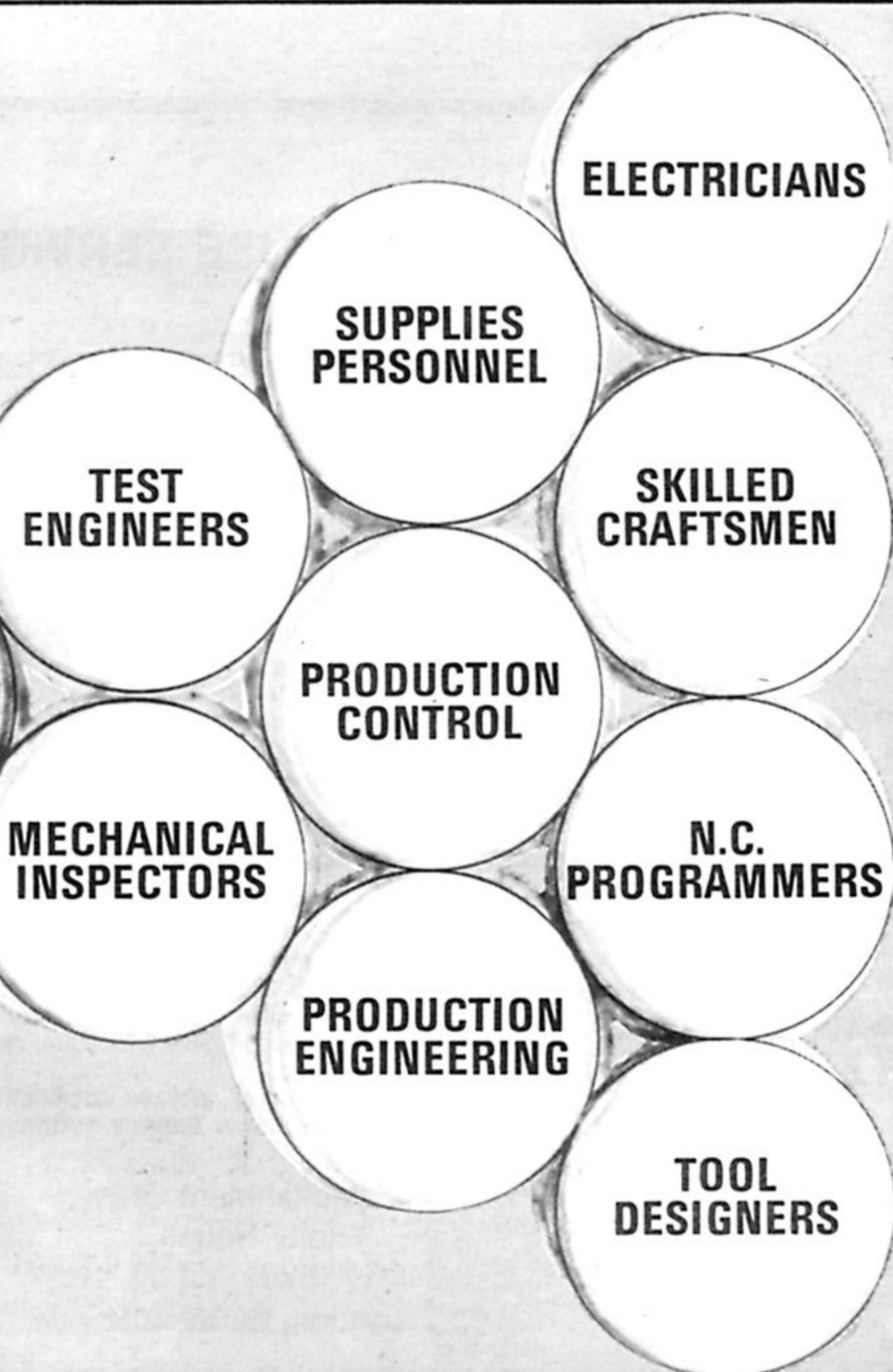
Write or telephone for an application form to Bill Wilson, Personnel Department, Sperry Gyroscope, Downshire Way, Bracknell, Berks RG12 1QL. Tel. Bracknell (0344) 3222. Quote ref: NN/380.



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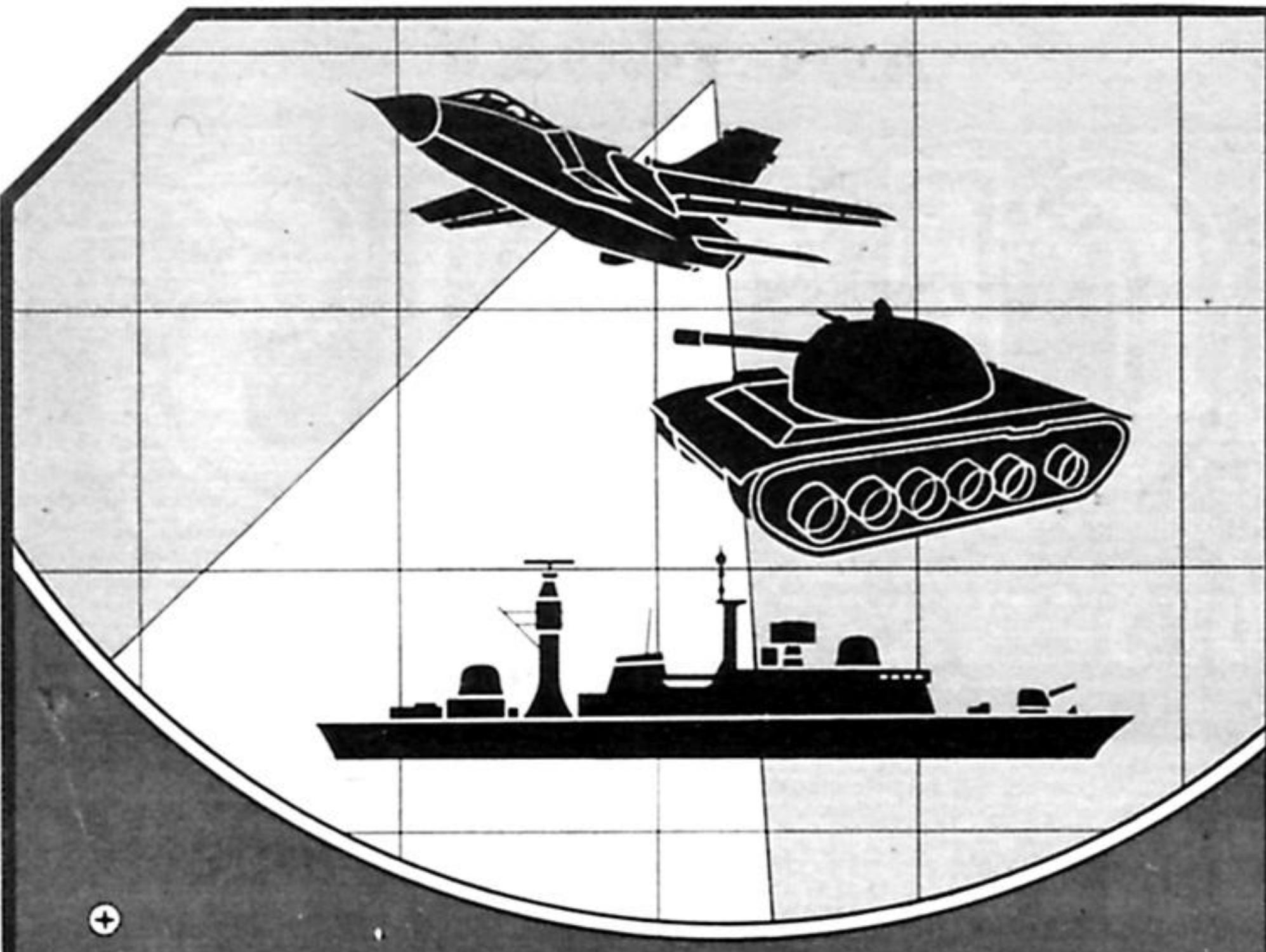
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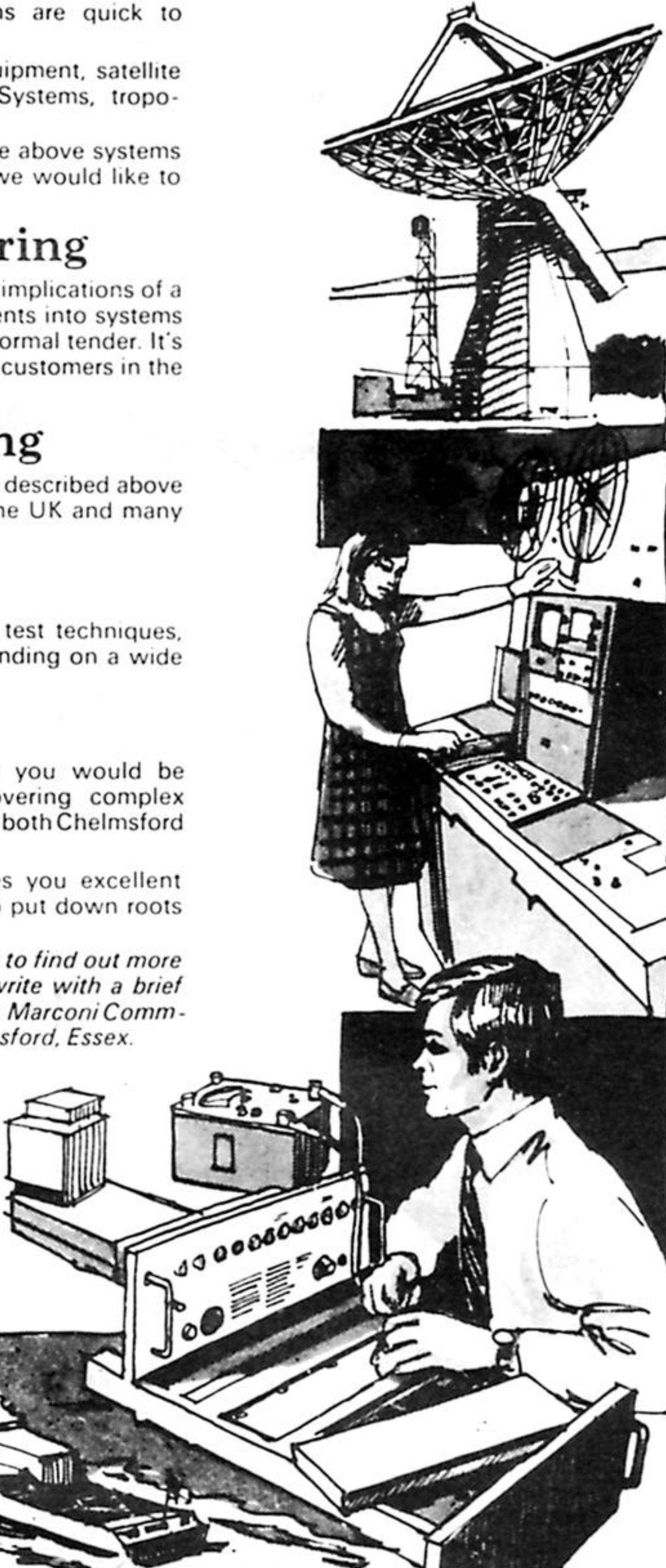
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SPORT

WINTER SPORTS



Pictured with the Prince Philip Trophy are (back row, left to right) LS(D) Chris David, Lieut. Andre Usborne, LRO(T) Ed Nuzum and LRO(T) Pat Barron; front, Sub-Lieut. Ollie Almond and Peter Evans.

Cresta success

A six-man Royal Navy cresta team hurtled to victory in the Inter-Service championship at St Moritz at the end of January. It was the Navy's first success in the event for eight years. The Navy finished five seconds ahead of the Army after a thrilling series of races, during which the best four scores count over an aggregate of three runs.

Lieut. Andre Usborne (Devonport F.M.G.) was the fastest individual over the first descent, but dropped back to second place as speed was sacrificed to safety to ensure the Navy's team lead. This was essential after two of the Navy riders crashed on the second run.

HERO OF THE HOUR

LRO Pat Barron (H.M.S. Mercury) was the hero of the hour. He raced with his wrist in a plaster cast after fracturing it in a nasty fall — and improved his personal best time on each run.

Others in the triumphant team were LS(D) Chris David (Seaford Clansman), Sub-Lieut. Ollie Almond (H.M.S. Vernon) and civilian Peter Evans, from RCNC Bath, who was the fastest new rider and fifth in the Knapp Cup the previous day.



MNE Martin Macrae hurtles down the giant slalom course at Val d'Isere on his way to winning the Zach Freeth Trophy.

It's faster downhill!

For the second year running the Royal Navy organized the British Services international Alpine ski championships at Val d'Isere in France. Although Germany and the United States were unable to enter, seven teams and about 50 competitors took part, including two Australian teams that flew in especially for the event.

The Navy team, which included five Royal Marines in a squad of ten, spent five weeks in training at Val d'Isere and competed in the British and R.A.F. championships.

Lieut. Richard Madeley came eighth in the national event, and the Navy filled 2nd, 3rd, 4th, 5th, and 6th places in the R.A.F. championships, running horns concours at the end of the start list.

GIANT SLALOM

In the main Services competition, Italy won the giant slalom, followed by France, with the consistent British Army taking places 11 to 17. This put the Army in an unbeatable 33sec. lead over the Navy, with the R.A.F. 30 seconds behind.

The French won the second event, the special slalom, pushing Italy into second place, while the Army beat the Navy by a reduced margin. But the Navy's hard work in training paid off in the downhill event, and they beat off the Army challenge to finish second to the Italians.

Although the team failed to carry off any silver, MNE Martin Macrae (42 CDO) did very well to be the British Combined Individual Champion, and also win the Zach Freeth Trophy for the giant slalom. Richard Madeley was second in the downhill.

Swimmers get 'top team' award

The most successful season in the R.N. Swimming Association's history has persuaded the R.N. and R.M. Sports Control Board to award their coveted "team of the year" trophy to the Navy's swimmers, divers and water polo players.

Individual honours went to a cricketer, Cdr. Roger Moylan-Jones, who receives the NATO Cup after winning a record 33 Navy caps and establishing himself as the outstanding Services batsman since the days of National Service.

The Sports Control Cup awarded to the R.N.S.A. recognizes achievement during 1979, when, for the first time, the men and women won the Inter-Service swimming in the same year, the male divers recorded their first Inter-Service win, and the water polo team defeated Scotland and Ulster during the

Willie Mellors international tournament.

In the last 11 years, the swimmers have won seven Inter-Service championships.

Runner-up for the NATO Cup was swimmer Surg. Lieut. Alex Wilson Mills, now short-listed for the Olympics, with former Olympic hockey player Lieut.-Cdr. Bruce Trentham in third place. Other strong contenders were international oarsman Lieut. David Hosking and Lieut.-Cdr. Robin Bawtree, who has just won his 12th Navy squash title.

IN BRIEF

Lowestoft wins F2 Cock

H.M.S. Dryad was a generous host to the 2nd Frigate Squadron sports, during which teams from H.M. ships Diomede, Antelope, Leander, Lowestoft, Londonderry and Torquay competed for the coveted Squadron Cock trophy.

After furious competition at soccer, rugby, hockey, volleyball, cross-country and tug-of-war, only two points separated Diomede, Leander and Lowestoft.

The Lowestoft won the final event in the pool — said to be the warmest place for miles! — to take the trophy, with the Leander as runners-up.

Regatta

Preparation for the Joint Services regatta at Holme Pierrepont, Nottingham, on May 11 begins for the Royal Navy this month. Navy eights compete in the Reading Head on March 8, and an R.N. squad training week-end takes place on the Thames in mid-month.

Three Navy eights will compete in the prestigious Tideway Head on March 22, and the month ends with the R.N. and R.M.A.R.A. spring regatta at Horsea on March 29.

Top job

A former Royal Marine has been given the country's top swimming job. Mr. Doug Scales, who served with the Royals from 1941 to 1946, was elected president of the Amateur Swimming Association at its conference in Blackpool last month.

Mr. Scales told R.N.A.S.A. delegate FCPO Ken Ogden that he would be delighted to help R.N. and R.M. swimming and water polo during his term of office.

Manadon 'occasion'

A rather grand sporting occasion is being planned at RNEC Manadon on April 17 to celebrate the centenary of the Navy's engineering college. A hockey match bullys off at 1400, and a rugby match kicks off at 1530.

Bar, food and disco will add to the festivities, and it is hoped that all past and present staff, ratings, students and their ladies will get to Plymouth for the occasion.

Ski trip

There are still some places left on the R.N. Ski Club trip to St Anton, Austria, at Easter. Dates are March 29 to April 11, and the cost is £163. More details can be supplied by the Secretary, R.N. Ski Club, Wildhanger, Amberley, Arundel, Sussex (telephone Bury 759) or Lieut.-Cdr. N. A. Franks (H.M.S. Vernon ext. 2597).

Title lost

The WRNS lost their Inter-Service squash title when they were beaten by the WRWF at R.A.F. Uxbridge by two games.

Champions

H.M.S. Neptune's squash team of Lieut. Brian Donnachie, CMEG M. Gray, CPO S. Power, CPO A. Sheppard and PO G. Mullen beat H.M.S. Cochrane 4-1 to win the Scotland and Northern Ireland Command championships.

CROSS-COUNTRY

Shirley runs straight into record book

POWren Shirley Hawkswood (BRNC Dartmouth) made sure of a special place in the record books by winning the first WRNS cross-country championships, run over a muddy three mile course at H.M.S. Dryad.



Pictured with their trophies are the winners of the Royal Navy open, women's and junior cross-country championships at H.M.S. Dryad. Left to right are POPT Terry Osbourne, POWren Shirley Hawkswood and WEM(O) Gordon Davey.

Airmen push Portsmouth all the way

With half the current Navy squad to choose from, Portsmouth began the Inter-Command badminton championships in H.M.S. Drake as firm favourites, but a very good performance from Air Command made them fight for their eventual victory.

REAI Ted Hill (H.M.S. Daedalus) won all ten of his singles matches, and the Air first pair of Lieuts. Rod Palmer and Chris Hydon (both Daedalus) won all but two of their matches, losing only to the top two Navy pairings.

Portsmouth's victory was based on the success of these two pairs, LPT Peter Smale and Lieut. Geoff Rowlands (both H.M.S. Collingwood), and WEAI Richard Wiseman (Collingwood) and NSW Bob Dixon (H.M.S. Nelson), who between them won all their matches.

WEA3 Azmi and Lim and singles players WEM Dukes and POWEM Freebairn (all Collingwood) also won most of their matches.

The Navy warmed up for the Inter-Services in H.M.S. Sultan on March 3-4 by beating Cambridge University 11-4, a match in which the students were overwhelmed in the doubles.

Lieut. Palmer had an outstanding debut, and partnered Lieut. John Lindsay (FOF1) to three wins. The Dixon-Wiseman pairing also won handsomely, as did Lieut. Rowlands and REAI Hill, who usually plays singles only.

H.M.S. Daedalus won the Naval Air Command badminton championships by beating R.N. air station Yeovilton 7-1 in the deciding match. R.N.A.S. Culdrose were third and H.M.S. Osprey fourth.

BADMINTON

CRACKING PACE

POPT Terry Osbourne (H.M.S. Raleigh) won the senior race after setting a cracking pace over the six-mile course. He was followed home by CPOPT Keith Cawley (H.M.S. Drake) and Sgt. Chris Hazelwood (CTCRM) — the man who outspurts Osbourne last year to win by a fraction of a second.

Hazelwood has been on a promotion course for the last six months, and lack of racing fitness cost him the chance to push harder on the men in front of him.

The Royal Marines won the team championship, despite the absence of several of their "stars" on service in Norway. Portsmouth was second and Air third.

DISAPPOINTING

Very disappointing were Medway, who on paper looked to have one of the strongest teams.

But with men of the calibre of Lieut. Rees Ward, Lieut.-Cdr. Brian Davis and MEA App Paul Winton unavailable, the challenge was stillborn and Medway finished last.

It was a sad end to LPT Steve Penberthy's efforts to field a strong Medway team; efforts which included running three different Command trials.

JUNIOR RACE

WEM(O) Gordon Davey (H.M.S. Antelope) easily won the junior race over six miles, finishing more than a minute ahead of EM(A) John Kennedy (H.M.S. Heron). Mid S. Ponsonby (BRNC Dartmouth) was third, with MEM Gerry Band and JNAM Paul Reynolds in contention for much of the race.

The junior entry of 29 was disappointing.

The R.A.F., with eight internationals to call on, were set to retain the Inter-Services championship at R.A.F. Halton on February 29. So superior are the R.A.F. in cross-country that Navy interest was focussed on beating the Army.

Boxers hammer out A.B.A. warning

Two sensational nights of boxing established the Royal Navy as undisputed Inter-Service kings — and for the first time gave the Navy a hat trick of team titles.

Demolition job No. 1 was on the Army at Aldershot, where the Navy routed the old rivals by nine bouts to one.

Demolition job No. 2 was even more spectacular. In front of a packed home crowd in H.M.S. Nelson, CPO Tony Oxley's magnificent men pulverised the R.A.F. to a demoralising 10–0 whitewash.

Now all seems set for a record-breaking assault by the Navy on the Combined Services team championship at R.A.F. Cosford on March 5-6.

"After our successes in the last two matches we can't afford to slip up now," said Navy coach Tony Oxley. "There are no bad nights from now on; if they lose at Cosford they are out of the A.B.A. running."

CONTRAST

Despite the similarity of the result, there was marked contrast between the Army and R.A.F. matches. At Aldershot the Navy turned in several below-par performances and still won easily. At Nelson they were magnificent, and Oxley was pleased with every one of his boxers.

Navy boxing followers have been amazed at the progress of the "juniors" in the squad. Seventeen-year-old MNE Kevin O'Reilly (42 CDO) was brilliant at Aldershot and brought the house down at Nelson. AB Micki Norford (H.M.S. Bulwark), nervous in his first senior vest against the Army, devastated his R.A.F. opponent, LSTD John O'Driscoll (H.M.S. Intrepid) confirmed in both matches the high promise he revealed last season.

The seniors almost all looked sharper in the second match, although SEA Cliff Storey had a walkover against the R.A.F., and AB Wayne Green's lethal punching stopped both his opponents in the first round.

MNE Terry Marsh won brilliantly at Nelson, while AB Tommy Taylor, turning out at heavyweight and conceding 2½ stone to the Army champion, stopped his man in the third.

SEA Brian Schumacher won twice, NAM Steve Willis was rested from the R.A.F. match — he will meet England middleweight Delroy Parkes at Cosford — and LSA Roy Greenacre missed the Army match but won at Nelson.

RO Mervyn Lescott had the unwanted distinction of being the Navy's only loser against the

Fly fishing competition

Two-man ship and establishment teams will be competing in the R.N. and R.M. Angling Association's annual spring fly fishing competition at Avington on May 14. Competition will also be open to individual entries, and anyone interested should contact the Game Fishing Secretary, Lieut.-Cdr. D. W. Crampton-Thomas, R.N. air station Yeovilton (ext. 6161).

Association members temporarily based in Portsmouth may be interested to know that two rods are available on the Portsmouth Services Fly Fishing Association waters on the Meon, Itchen and at North Mundham. They can be booked through the Hall Porter, Staff Officers' Mess, Portsmouth Naval Base.

BOXING

Army, despite decking his man twice in the second round!

AB Kevin Hay gets another chance at Cosford, even though he was beaten in the Navy lightweight final by LPT Gordon McBride. McBride has himself been beaten by a serious hand injury and O'Reilly, who boxed at lightweight against Army and R.A.F., is the Navy intermediate champion and thus not eligible for the senior A.B.A. competition.

JUNIORS BEATEN

The Navy's Under-19 squad gave a good account of themselves in losing 7–6 to the very strong South Wales team. Pick of the Navy boxers were Stewart Gill, Garry Percival, Ned Rawlins and Kevin Hay, who is in the senior squad for Cosford.



Rugby in Naples is not an uncommon sight, and the combined U.S./U.K. AFSOUTH Lions turn out regularly. They are pictured playing against Interforce Napoli, who won the game despite Lieut. Jed Stone's valiant leap at this line-out. With him in plain jerseys are (left to right) REM Ellis, POPT Biggs, Cpl Burke, and Sgt Dalton. Picture: CPO(Phot) Les Warr.

SPORT

SOCER

A TIMELY TONIC IN COUNTY VICTORIES

Wins against Devon and Wiltshire in the South West Counties competition boosted Navy confidence for their final match in the group, against Cornwall at Victory Stadium, Portsmouth, on March 1, writes Jack Sheppard.

Victory against Cornwall would have left the Navy sharing top spot with Somerset, who beat the Service 4–1 before Christmas in the first game of the competition.

The month had other ups and downs for the Navy squad, starting with a fine 3–0 win over London University, but followed by a 7–0 thrashing at the hands of the Civil Service.

TWO GOALS

Ian Rogers (H.M.S. Centurion) marked his return after injury with two of the goals that beat London University. The third was scored by PO Brigham Young (H.M.S. London), and MA Kevin Barnes (RNH Haslar), drafted into goal in the place of injured LPT Gary Schofield (H.M.S. Cochrane), had an impressive game.

The Civil Service made better use of a quagmire at Chiswick to inflict on the Navy its heaviest defeat for six years. While the Navy floundered through the mud in the middle of the park, the Civil Service used their wings to devastating effect.

This defeat, however, was quickly worked out of the squad's system at Home Park, Plymouth, where Rogers, Young, LPT Richard Reed (H.M.S. Aurora) and Bugler John O'Connell (R.M. Eastney) all scored against Devon.

With the exception of Sub-Lieut. Jimmy Scott (H.M.S. Pembroke) for Cpl Paul Dixon (CTCRM), the same team took on Wiltshire and did well to win 1–0.

CPO Bev Dixon (H.M.S. Heron) might have put the Navy ahead with an early 25-yard blockbuster, but the side had to wait until the second half for the Ian Rogers goal that settled the tie.

DELICATE CHIP

In defence, O'Connell, Bev Dixon, POPT Alan Carlisle (H.M.S. Collingwood) and David Lancaster were very sound. Carlisle had a goal disallowed, and Gwynn's delicate chip beat the keeper but not his cross bar.

On March 6 the Navy meet Portsmouth F.C. at Victory Stadium, before going on to the important Inter-Services fixtures against the Army at Aldershot on March 12 (1430 kick-off) and the R.A.F. at H.M.S. Pembroke on March 19 (1430).

CRICKET

U-25 trial planned

Trials for the Navy's Under 25 cricket team are to be held at the U.S. Portsmouth ground, Burnaby Road, on April 26–27. Eligible R.N. and R.M. personnel who would like to be considered should contact Lieut.-Cdr. J. Lucas in H.M.S. Warrior, Northwood, Middlesex (telephone Northwood 26161 ext. 7183 or 7240) as soon as possible.

A personal performance course for naval cricketers, particularly the Under 25s, is being held in H.M.S. Nelson on April 22–25 by National Cricket Association coach Les Lenham. Names and details of those interested should be forwarded to the RNCC Coaching Secretary, Lieut.-Cdr. K. Langley, R.N. Submarine School, H.M.S. Dolphin (ext. 41802).

First representative match for the Under 25s side is against a U.S. Portsmouth XI on April 30.

Civil Service bows to high speed Navy

RUGBY

during his distinguished rugby career and this time it would seem to have put an end to his playing days. Rotten luck, especially in his first season as Navy skipper.

Paul Dunn, however, is no stranger to picking up broken pieces and the following week led a re-shuffled team to a most courageous 6–6 draw with a useful Oxford University side, who twice crossed the Navy line without being able to get the ball down.

The Navy, with a minimum of possession but defending stoutly, scored the only try of the match when diminutive John Burden, making his debut at scrum half, flashed across when his chip ahead bounced conveniently off a post.

Alan Jones converted and the Oxford points came from a dropped goal and a penalty goal from Jeff Blackett's brother either side of the Navy try.

Better was to come for Navy rugby supporters at Chiswick on February 20 when the team amply avenged the indignities inflicted on their soccer and hockey counterparts by becoming the first Service team to defeat the Civil Service since 1975, and by 34–18 at that.

The Navy started at high speed and after a quarter of an hour were 16 points up. First, Trevor Newsom came across from the opposite wing to take a scoring pass from Steve Creighton after the ball had rippled across the

backs; next Chris Bryning was quick to accept some unseasonal open-handedness from the Inland Revenue inside trio; and finally Shady Lane, his dummy perfected for all to see, crashed over after fellow lock Chris Folland had charged down a defensive kick and made ground.

The Civil Service made something of a comeback either side of half-time with a try, a penalty try and a penalty goal, all created by strong forward pressure, but in between Alan Jones kept them at arm's length with a try under the posts from an interception.

FIFTH NAVY TRY

Geoff Fabian, having converted three of the four tries and hit the post with his other attempt, added a penalty goal, to make the score 25–15. After a further Civil Service penalty goal put them back in contention, Creighton made a long run to the corner to put Jones in for a fifth Navy try.

Fabian did well to convert this one and, after hitting both post and bar with a penalty attempt, slotted another one home shortly before the end, to bring his personal tally to 14 points.

It was an exhilarating performance, from which both forwards and backs emerged with much credit, and though it would be idle to pretend that there are no problem areas, the squad went to Leicester for the final work-up game on February 27 with heads high. The team to challenge the Army on March 8 for the Stewart Wrightson Trophy was being picked after the Leicester match.

See you at Twickers, I hope.

SPORTS FIXTURES

MARCH

- 1 — Fencing: RN v Surrey County; Basketball: RN Junior KO final; Hockey: RN v Bowden (Bowden); Judo: Inter Service Championships (CTCRM); Rifle: RN v NATWEST and Hampshire (Longmoor); Football: RN v Cornwall FA, and FA County Youth Cup 4th Round, (Portsmouth); Swimming: Coventry Tournament (Coventry).
- 1-2 — Water Polo: RN v Coventry City (Coventry); Kayak: River Trent (Darlington); Modern Pentathlon: RAF Tetrathlon (Arborlow).
- 2 — Hockey: RN(W) v Hampshire A (Portsmouth); Modern Pentathlon: RAF Tetrathlon (HMS Raleigh); Hockey: RN v Minstrels (Lymington), and RN v Hants U21 (Southampton), and RN v Brooklands (Brooklands); Kayak: Oxford Tier 3 (Oxford).
- 3 — Football: Medway v Royal Marines and ¼ finals Inter-Command Cup.

- 3-4 — Badminton: Inter-Service championships (HMS Sultan).
- 3-7 — Skiing: RN Ski championship (Aviemore).
- 3-11 — Skiing: Holmenkollen ski festival (Oslo).
- 5 — Football: RAF v Army, Inter-Service Tournament (Cosford).
- 5-6 — Boxing: CSBA individual championships (RAF Cosford).
- 6-7 — Netball: WRNS Inter-service championships (RAF Hereford).
- 8 — Rowing: RN Head of River Race (Reading); Rugby: RN v Army (1500), RN v Army Juniors (Twickenham); Golf: RNNS v Seniors (Woking); Hockey: RN v Vice-Presidents XI (Lymington).
- 9 — Hockey: RN(W) v Minstrels (Lymington); Netball (RAF Hereford).
- 10 — Hockey: RN v Minstrels (Lymington); and RN v Surbiton U22 (Surbiton).
- 13 — Hockey: RNU21 v Notts U21 (Nottingham).

- 13-15 — Basketball: Inter-Service championships (Portsmouth).
- 14 — Hockey: RNU21 v Leicester U21 (Leicester).
- 15 — Hockey: RNU21 v Players HC (Nottingham); Athletics: CSA v ECCU v BUSF v BCSA v BPSA (RAF Halton).
- 15-16 — Rowing: Joint Service regatta (Tideway).
- 16 — Hockey: RNU21 v Derby U21 (Nottingham), and RN v Havant (Portsmouth).
- 19-24 — Skiing: RN(W) ski team (Aviemore).
- 20 — Boxing: CSBA v Western Counties (RAF Locking).
- 20-21 — Volleyball: WRNS Inter-Group (HMS Nelson).
- 22 — Rowing: RN — Tideway River Race (Tideway); Rugby: RN v RAF (1500), and RN v Colts (Twickenham); Fencing: Inter-Services B triangular (Aldershot);

APRIL (first week)

- 2 — Boxing: ABA semi-finals (All England) (Gloucester).
- 4-6 — Modern Pentathlon: Open tetrathlon (Cardiff).
- 3-8 — Rugby: Tour to France.

'WE'RE VERY HAPPY WITH OUR TYPE 21s'

The Royal Navy is very happy with its Type 21s, whose life span is expected to extend into the 1990s. That was MOD reaction to the national newspaper story claiming that because of "design and safety problems" the eight ships of the class were being discarded or converted for ancillary tasks within the next few years.

Emphatic response was: "These ships have proved very reliable in service, have a high utilisation rate in the Fleet and we see many more years of useful service for them."

Latest plan is that the 21s, which came into service between 1974-78, should have an effective life of 18 to 20 years in the role of

Navy and builders reject criticism of new frigates

general purpose frigate. This will include a refit at the half-life point, but not "full modernisation".

The national story claimed that the ships were too compact for installation of the Sea Wolf missile system (reported in some reference books as being planned for later ships of the class). At present Sea Wolf is not planned for the refits, although it is under-

stood that there are versions which could be used if this was required.

Already the 21s have a wide range of weapons, including Exocet and Seacat missile systems, 4.5 inch gun and torpedo tubes.

On a reference to the use of aluminium for the ships' superstructure Vosper Thornycroft, who designed the ships in conjunction with Yarrows (and built three of them), said the

specification had been agreed with MOD. They had used aluminium in ships for a number of countries both before and after the 21s for the Royal Navy, and aluminium was also used in the United States.

"Of course we know it has a lower melting point than steel and there is special insulation and fire fighting equipment," said a spokesman.

MOD talked of some teething problems in the use of this material but indicated there was nothing which could not be handled. Advantages far outweighed the disadvantages.

Firmly rejected was any question of faulty design, and it was made clear that the Type 21 was regarded as a "good workhorse."

ROYALS JOIN THE ARCTIC EXPRESS

From plus 37 degrees C. to minus 37C. is all in a day's work for men of the Royal Marines. Just before Christmas 42 Commando was sweltering in the heat of Hong Kong — and now it is learning to fight in Norway's Arctic temperatures.

Since early January, 3 Commando Brigade — including 42 Commando and 45 Commando — has been deployed in Norway for mountain and Arctic warfare training.

This month the Royal Marines join forces with units from five other countries in a massive exercise designed to test NATO's ability to defend its northern flank.

H.M.S. INTREPID

The exercise, codenamed Anorak Express, involves Norwegian regular and territorial forces, the U.S. Marine Corps, Dutch Marines, and units from Germany and Italy.

H.M.S. Intrepid, together with Royal Fleet Auxiliary and U.S. Navy vessels will take part in landing operations, after which more than 18,000 troops will move into the field in northern Norway.

Weeks of intensive tuition have prepared the Royal Marines to fight — and survive — in arctic Norway. With temperatures sometimes plummeting to minus 40C., great emphasis has been placed on survival training.

All Arctic and mountain warfare-trained Royal Marines learn to operate in the field on "pudder's planks" — cross-country skis.

Before it deployed in early January, about half the Brigade was unable to ski. Ironically, in snow-covered Norway, the highly condensed ski-training period has this year been seriously embarrassed by a lack of fresh snow.

Thaw followed by freeze combined to make conditions extremely difficult for novice skiers.

DETERMINATION

So intense is the training, that after just three weeks Royal Marines are skiing in the mountains, carrying weapons and packs weighing anything up to 90lb. They have earned a reputation for dogged determination and are said to be able to outpace veteran Norwegian troops in climbing uphill on skis.

45 Commando has been based inside the Arctic circle near Narvik, while 42 Commando has been training further to the south around Trondheim and Andalsnes.

WEAKNESS

This is only the second year that 3 Commando Brigade as a whole has deployed to Norway. Until 1978, the Corps' Arctic expertise was provided by 45 Commando alone.

Track and towed Rapier anti-aircraft missile units have been attached to the Brigade for the first time this winter to test their suitability to commando-type operations. There is an acknowledged weakness in NATO's air defence on its northern flank.

Swiftsure refit to start soon

Although one or two matters remained to be resolved, it was hoped at the end of February that the refit planned to start on the Fleet submarine H.M.S. Swiftsure on March 24 would go ahead on that date.

The Swiftsure has been waiting for a year while a working system has been hammered out for the first refuelling refit of a "nuke" at Devonport. Pre-refit activity has already started.

Snow trial

A lifting task for one of the new Sea King Mark 4 on trials in the snowy Norwegian landscape. Maintaining and operating the new Sea Kings and the Wessex 5 in Arctic conditions formed part of the Clockwork 2 Exercise in the Bardufoss area for members of operational Commando front-line squadrons Nos. 845 and 846 from Yeovilton.

Picture: PO(Phot) Stuart Wood



Pearly prince on parade



A young rating on course in H.M.S. Collingwood dons his other "uniform" for a sparkling occasion at the Japanese Embassy in London. Pearly Prince WEM1 Geoffrey Grimster-Shepherd, sister Sue and father Leonard — dad is Pearly King of Oxfordshire — attended the ceremony at which 200lb. of pearl shell buttons were presented to the Original Pearly Kings and

Queens Association by Japanese Ambassador Fujiyama and Madam Fujiyama.

The buttons are an annual gift from the Japanese Chamber of Commerce, who stepped in four years ago when the Pearlies had difficulty replacing the hundreds of authentic shell buttons they lose from their clothes during their charity work.

Picture: CPO(Phot) Geoff Sellars

Royal visit

During her visit to London in February, the guided missile destroyer H.M.S. Kent entertained the Duchess of Kent on board.

Later the destroyer was visiting Chatham and, following exercises in the Mediterranean becomes Fleet training ship at Portsmouth in place of H.M.S. Fife, which is due for refit.

- In both the Commons and the Lords spokesmen for the Government have rejected any suggestion of reintroduction of conscription as a method of boosting recruiting to the Services.

Admiralty warning on drink

Irresponsible use of alcohol causes distress in many naval families and is not compatible with operational efficiency, says a reminder to the Service.

The effect of drink on lives in all walks of today's society is of great concern to many, and the Navy — just one of countless groups involved — continues to take the problem seriously.

It is now ten years since Jack said farewell to the Tot, and two since the Navy embarked on a film campaign to educate its men in the art of sensible drinking.

In 1977 and 1978 drink caused nearly a quarter of the deaths which occurred in naval service and was a major factor in a fifth of punishment warrants awarded.

DISCOURAGED

The Admiralty Board has directed that excessive drinking is to be discouraged by all possible means, and sailors are reminded: "Neither the Service nor the individual can afford the

risks to life and limb; the inefficiency; and the family problems caused by drunkenness or abuse of alcohol."

As an offence against naval and military discipline, drunkenness will not be condoned in any circumstances, it is stated. Persistent drunkenness and alcoholism can be treated by medical means and every effort is to be made to encourage those with a problem to seek medical advice and undergo treatment.

SIGNS OF ABUSE

The announcement lists signs of possible alcohol abuse and says that covering up for a shipmate is no kindness.

As well as the efforts of commands, ships and establishments, H.M.S. Excellent has the lead school responsibility for combating alcohol abuse.